CITY COUNCIL Q&A FOLLOW-UP

BRADDOCK ROAD CORRIDOR IMPROVEMENTS PROJECT

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PROJECT BACKGROUND

HOW DOES THIS PROJECT ALIGN WITH THE CITY'S ALEXANDRIA MOBILITY PLAN?

The project aligns with the following goals, policies, and strategies from the Alexandria Mobility Plan:

Transit Chapter
Policy B. Make transit easier to use: Increase transportation choices by reducing or eliminating barriers to taking transit.
Strategy 4. Improve the rider experience from trip planning, to accessing the stop, riding the bus, and arriving at the destination.

Streets Chapter
Policy B. Achieve Vision Zero: Use data to eliminate traffic-related deaths and serious injuries by 2028.
Strategy 1. Implement the Vision Zero Action Plan to eliminate traffic fatalities and serious injuries by 2028.

Pedestrian & Bicycle Chapter
Policy A. Prioritize safety: Focus on vulnerable street user crashes to help achieve Vision Zero.
Policy B. Address network gaps: Complete pedestrian and bicycle networks equitably and cost-effectively.
Strategy 1. Create a safe, well-maintained, and comfortable walking and bicycling environment.
Strategy 2. Build out a continuous, connected, and accessible pedestrian network that enables people of all ages and abilities to move safely and comfortably.
Strategy 3. Build out a connected bicycle network of both on- and off-street facilities to benefit cyclists of all ages and abilities.
Strategy 4. Upgrade or install infrastructure that increases the accessibility of City streets and public spaces for people of all ages and abilities.

Supporting Travel Options Chapter
Policy A: Enhance choice: Make it easier for more people to choose an alternative to driving alone.

Curb Space and Parking Chapter

Policy B. Ensure parking availability: Seek to maintain parking availability in the city's residential and commercial districts, recognizing that some people may need to walk a short distance to their destination.
Policy C. Promote equitable allocation of curb space: Treat all curb space as a public asset that should be allocated in an equitable manner for its highest and best use, appropriate for the specific location, time of day, and time of year.
Strategy 1. Implement a prioritization framework for making changes to curb space.

WHY DID THE CITY PURSUE CHANGES ON BRADDOCK ROAD?

Braddock Road has been identified as an area in need of improvement numerous times over the years, and the proposed project implements past plans and studies, including:

- **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. Called for a bicycle connection on Braddock Road where it is currently missing east of Russell Road. Highlighted pedestrian safety and access improvements on Braddock Road between Russell Road and Commonwealth Avenue.
- **Virginia Department of Transportation.** Identified Braddock Road as a priority area for pedestrian and bicycle access improvements in its statewide transportation plan.
- **George Washington Middle School Safe Routes to School Walk Audit.** Recommended improvements to Braddock Road, particularly near the Metrorail station.
- **Ongoing community feedback.** Received through community meetings, feedback forms, Alex311 and 311 requests, etc.

WHAT IS THE VIRGINIA DEPARTMENT OF TRANSPORTATION'S ROLE IN THIS PROJECT?

The Virginia Department of Transportation (VDOT) provided the city with technical assistance to study improvements to the Braddock Road corridor. VDOT hired a consultant, issued a task order, and provided oversight, but ultimately does not have a role in dictating outcomes since VDOT has no ownership over City streets. VDOT did not provide any funds directly to the City.

TRAFFIC DATA & ANALYSIS

WHEN WAS THE TRAFFIC DATA USED FOR THE TRAFFIC ANALYSIS COLLECTED?

VDOT's consultant collected traffic data in January and February 2025.

WHAT ARE THE EXISTING TRAFFIC VOLUMES ON EACH SEGMENT OF BRADDOCK ROAD, AND WHY DO THEY DIFFER FROM SOME VDOT DATASETS?

VDOT maintains a database of traffic volumes that may be used for high-level planning purposes only. These figures represent counts that are typically collected every three years with a growth factor applied for years in between actual data collection, were averaged over a larger area, or were based on a historical estimate. VDOT shares the average daily total traffic for a segment, and these numbers are helpful to see trends over time on a corridor, but the consultant collected both midblock and intersection traffic counts at the start of the study in multiple locations along the corridor and validated these against past counts to ensure the analysis reflected actual conditions throughout the study area. The traffic volumes used in the model are based on peak hours, not total daily traffic, so the model uses the traffic volumes during the worst part of the day.

WHAT TRAFFIC MODELING METHODS WERE USED TO EVALUATE THE PROPOSED CHANGES?

The project team conducted the traffic analysis in accordance with the Virginia Traffic Operations and Safety Manual (TOSAM), which is required for all projects that involve VDOT review. The TOSAM establishes consistent and uniform direction and guidance for scoping, conducting, and reporting traffic and safety analyses in Virginia.

HOW CAN TRAFFIC OPERATIONS REMAIN SIMILAR IF DEDICATED TURN LANES ARE REMOVED OR CONSOLIDATED?

The Highway Capacity Manual states that left-turn lanes should be considered where left-turn volumes exceed 100 vehicles per hour. All locations where left turn lanes are proposed to be consolidated have left-turn volumes less than 100 during the peak hour, and thus, left turn lanes are not recommended. The project team performed a traffic analysis to assess the impact of consolidating the left turn lanes with the through/right lanes and found that overall traffic delay would remain similar to today. (Tables displaying analyses on following pages.)

Intersection	Lane Group	Eastbound						Westbound						Northbound						Southbound					
		Existing AM		No Build AM		Recommended Alt		Existing AM		No Build AM		Recommended Alt		Existing AM		No Build AM		Recommended Alt		Existing AM		No Build AM		Recommended Alt	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	LOS		Delay	LOS	Delay	LOS	Delay	LOS
Russell Road		Braddock Road						Braddock Road						Russell Road						Russell Road					
	Left	55.9	E	54.6	D	31.6	C	32.6	C	32.1	C	29.4	C	39.4	D	38.6	D	D		48.3	D	46.1	D	44.3	D
	Through	35.4	D	34.7	C			37.7	D	36.8	D														
	Right	30.0	C	29.5	C																				
Commonwealth Avenue / Glendale Avenue		Braddock Road						Braddock Road						Commonwealth Ave						Commonwealth Ave					
	Left	16.9	B	16.8	B	17.3	B	13.2	B	13.2	B	15.2	B	8.3	A	8.3	A	B		8.6	A	8.6	A	15.5	B
	Through							15.2	B	15.2	B			23.9	C	23.8	C			21.5	C	21.3	C		
	Right	13.1	B	13.2	B																				
Mt. Vernon Avenue		Braddock Road						Braddock Road						Mt. Vernon Avenue						Mt. Vernon Avenue					
	Left	18.7	B	18.7	B	25.6	C	20.6	C	21.4	C	21.4	C	41.1	D	43.2	D	D		38.9	D	40.7	D	26.8	C
	Through	30.7	C	30.6	C			31.0	C	32.5	C									30.2	C	31.3	C	17.5	B
	Right							10.6	B	11.5	B	7.6	A												

Intersection	Lane Group	Overall		
		Existing	No Build	Recommended Alt
Russell Road				
	Left	Delay	Delay	Delay
	Through	36s	34s	32s
	Right	LOS	LOS	LOS
		D	C	C
Commonwealth Avenue / Glendale Avenue				
	Left	Delay	Delay	Delay
	Through	18s	18s	17s
	Right	LOS	LOS	LOS
		B	B	B
Mt. Vernon Avenue				
	Left	Delay	Delay	Delay
	Through	29s	30s	24s
	Right	LOS	LOS	LOS
		C	C	C

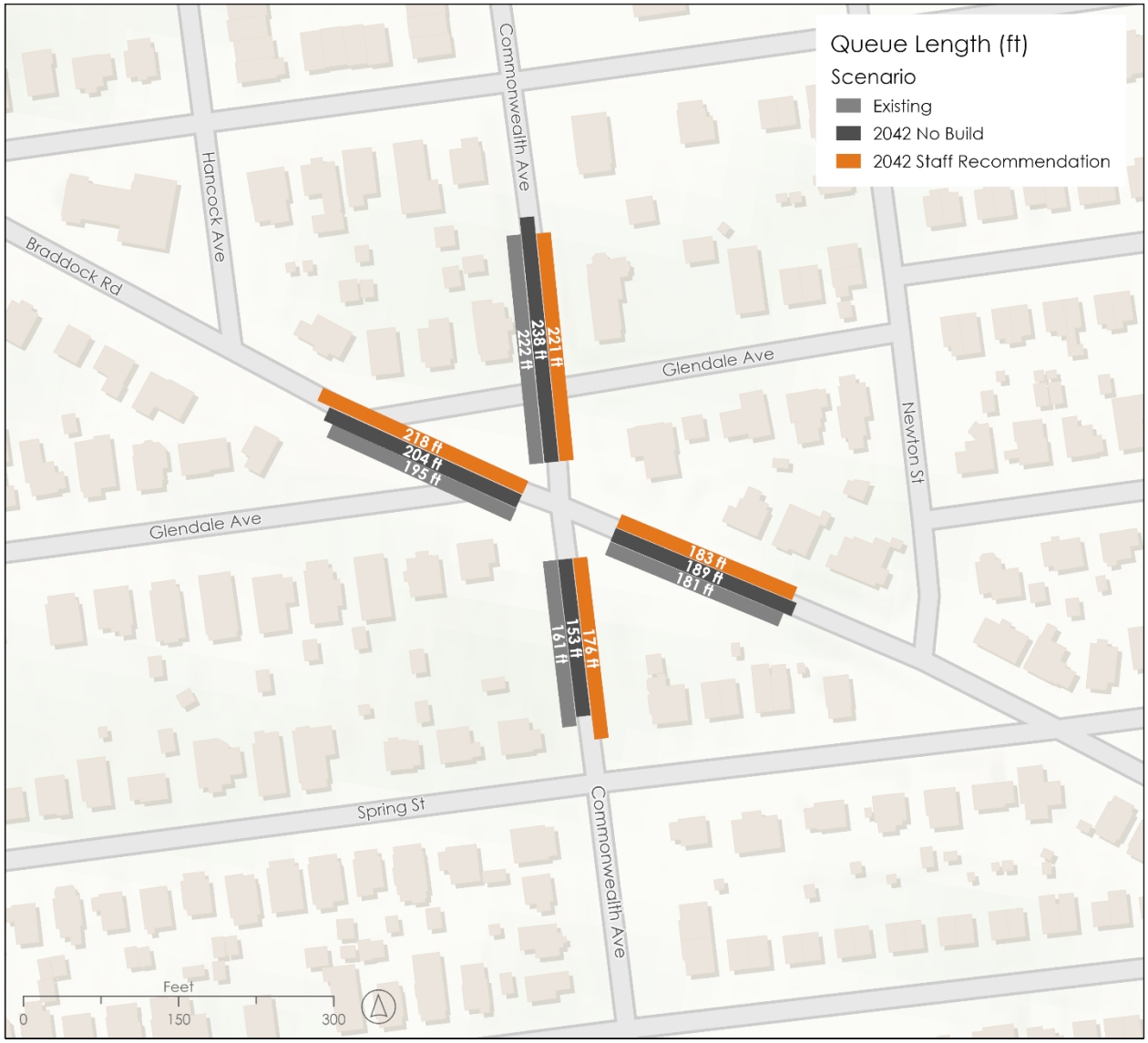
Intersection	Lane Group	Eastbound						Westbound						Northbound						Southbound					
		Existing PM		No Build PM		Recommended Alternative PM		Existing PM		No Build PM		Recommended Alternative PM		Existing PM		No Build PM		Recommended Alternative PM		Existing PM		No Build PM		Recommended Alternative PM	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Russell Road		Braddock Road						Braddock Road						Russell Road						Russell Road					
	Left	50.9	D	51.9	D			30.8	C	31.6	C														
	Through	33.6	C	35.1	D	30.5	C	34.5	C	36.1	D	27.4	C	36.3	D	37.4	D	36.3	D	43.1	D	43.8	D	39.8	D
	Right	28.1	C	28.8	C																				
Commonwealth Avenue / Glendale Avenue		Braddock Road						Braddock Road						Commonwealth Ave						Commonwealth Ave					
	Left	15.4	B	15.6	B	17.0	B	12.3	B	12.3	B	15.9	B	8.2	A	8.4	B	14.3	B	8.1	A	8.2	A	15.1	B
	Through							14.9	B	15.0	B			19.4	B	19.7	B			21.7	C	22.4	C		
	Right	12.4	B	12.5	B																				
Mt. Vernon Avenue		Braddock Road						Braddock Road						Mt. Vernon Avenue						Mt. Vernon Avenue					
	Left	23.9	C	24.4	C			17.6	B	17.9	B									38.1	D	38.9	D	35.9	D
	Through	35.4	D	36.4	D	28.1	C	31.0	C	32.0	C	28.5	C	43.9	D	44.1	D	39.3	D	32.9	C	33.2	C	26.3	C
	Right							8.3	A	8.5	A	15.0	B												

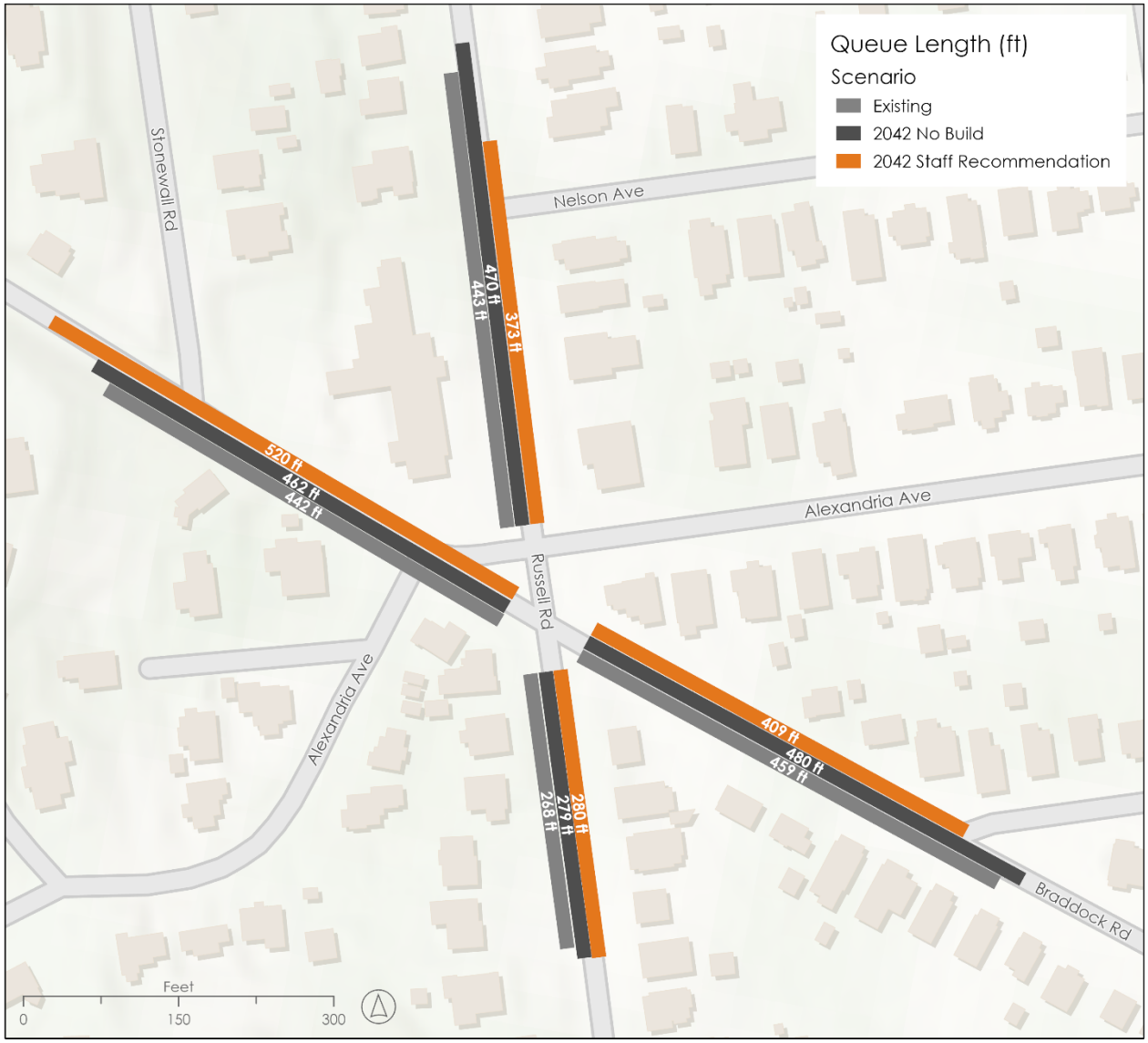
Intersection	Lane Group	Overall		
		Existing	No Build	Recommended Alternative PM
Russell Road				
	Left	Delay	Delay	Delay
	Through	33s	34s	32s
	Right	LOS	LOS	LOS
		C	C	C
Commonwealth Avenue / Glendale Avenue				
	Left	Delay	Delay	Delay
	Through	17s	17s	16s
	Right	LOS	LOS	LOS
		B	B	B
Mt. Vernon Avenue				
	Left	Delay	Delay	Delay
	Through	30s	31s	28s
	Right	LOS	LOS	LOS
		C	C	C

HOW WOULD QUEUING AT INTERSECTIONS BE IMPACTED BY THE PROPOSED CHANGES?

Queues could include an additional 1-3 cars on average during the peak hour, and queuing could become more frequent. However, overall intersection delay would remain similar to today. Diagrams of expected queuing during the peak hour are shown below. Levels of service remain consistent with today's queuing.


Queue Length (ft)
Scenario
Existing
2042 No Build
2042 Staff Recommendation
Mt Vernon Ave
Ramsey St
Ramsey St
Oak St
Mt Vernon Ave
Braddock Rd
310 ft
296 ft
256 ft
438 ft
417 ft
343 ft
154 ft
153 ft
147 ft
378 ft
410 ft
390 ft
Feet
0
150
300


Queue Length (ft)
Scenario
Existing
2042 No Build
2042 Staff Recommendation
Commonwealth Ave
Hancock Ave
Braddock Rd
Glendale Ave
Glendale Ave
Newton St
Spring St
Commonwealth Ave
238 ft
222 ft
221 ft
218 ft
204 ft
195 ft
183 ft
189 ft
181 ft
153 ft
161 ft
176 ft
Feet
0
150
300


Queue Length (ft)
Scenario
Existing
2042 No Build
2042 Staff Recommendation
Stonewall Rd
Nelson Ave
Alexandria Ave
Russell Rd
Alexandria Ave
Braddock Rd
470 ft
443 ft
373 ft
520 ft
462 ft
442 ft
280 ft
279 ft
268 ft
409 ft
480 ft
459 ft
Feet
0
150
300

THE PROJECT TEAM ANALYZED THE PEAK HOUR CONDITIONS. HOW WOULD THE CORRIDOR PERFORM THE REST OF THE DAY?

The project team completed a 24-hour analysis to understand what the corridor's volume-to-capacity (V/C) ratio is throughout the day. That analysis found that during the busiest time of day, Braddock Road operates between 42-84% of its capacity and will continue to operate under capacity with the proposed changes. The intersections operate well under capacity for the other hours during the day.

The charts below demonstrate the amount of traffic volume relative to capacity of Braddock Road at Russell Road going eastbound and westbound, which is the area with the highest volume during the PM peak.

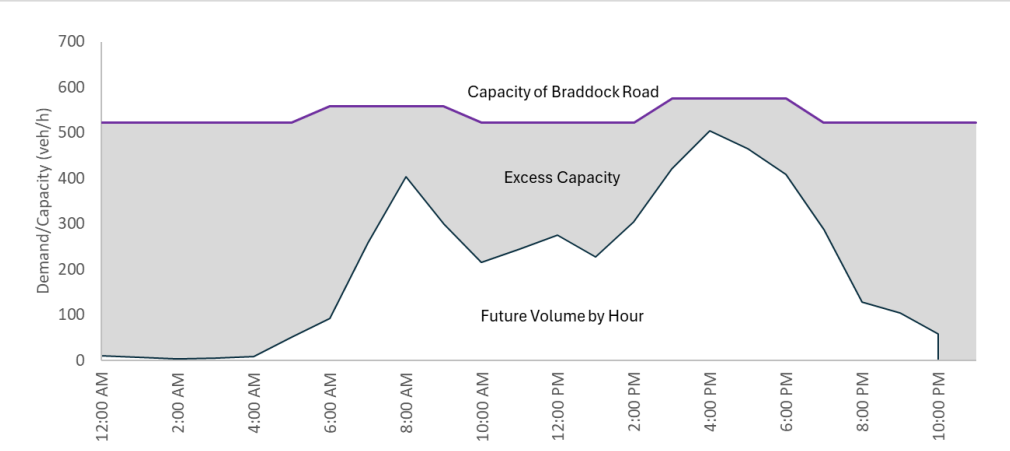


Figure 1. Braddock Road/Russell Road | Eastbound

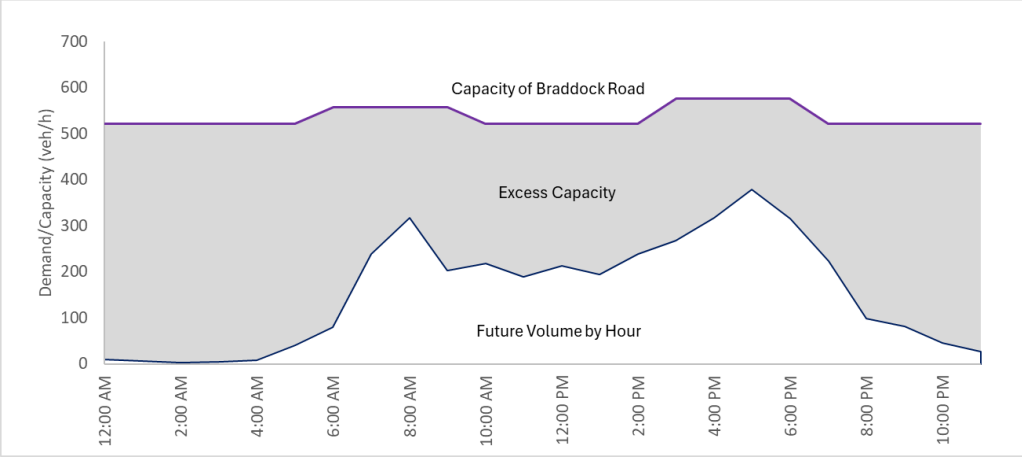


Figure 2. Braddock Road/Russell Road | Westbound

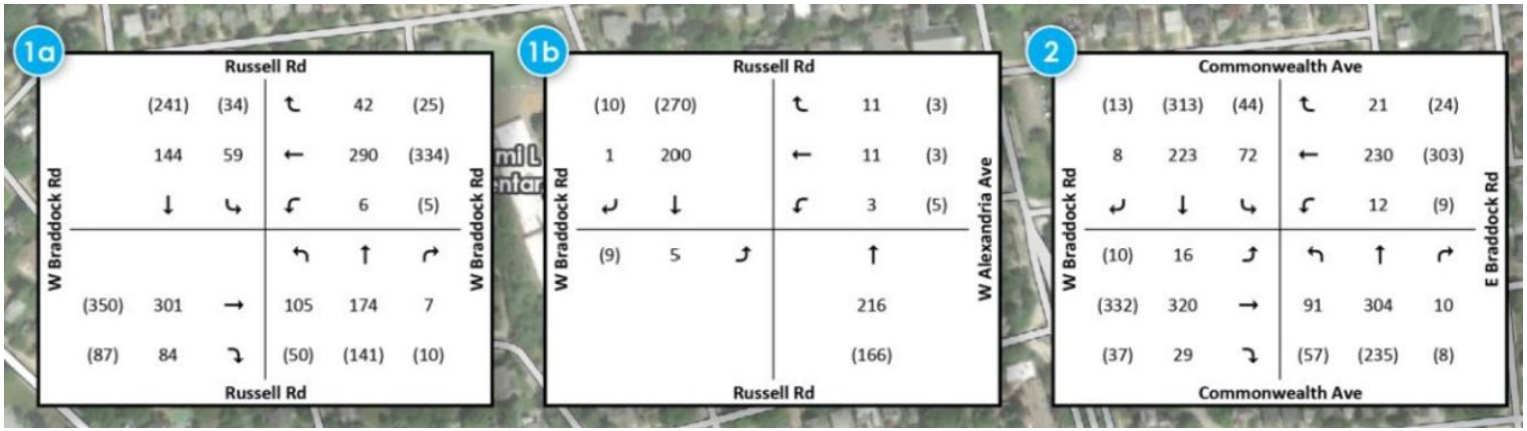
DOESN'T THE CITY WANT ITS ROADWAYS TO BE UNDER CAPACITY?

While having excess capacity may seem beneficial, having too much excess capacity can have consequences:

- **A roadway well below capacity is associated with higher speeds, which are associated with increased and more severe crashes.** Even with lower posted speed limits, it is well researched and documented that emptier roads are associated with speeding and lower compliance with posted speeds. Along with increasing the risk of crashes, speeding-involved crashes are more likely to result in an injury or fatality.
- **Overdesigning facilities for cars makes them less safe for people walking and biking.** Wider intersections result in increased exposure to pedestrians and bicyclists crossing at the intersection and increased crashes due to the introduction of additional conflict points.
- **The more travel lanes, the longer wait times for all modes.** Adding lanes to account for peak hour demand leads to increased wait times for all users resulting from increased cycle length and less efficient signal phasing.
- **More space for streets means less space for other public resources.** Streets make up more than 80% of public spaces in cities and towns. Space used for travel lanes that often sit empty could be repurposed for other transportation facilities like sidewalks and bike lanes, or even other community amenities and resources like parks.

WHAT ARE THE PEAK-HOUR LEFT-TURN VOLUMES AT RUSSELL ROAD, COMMONWEALTH AVENUE, AND MOUNT VERNON AVENUE?

Peak hour left-turn volumes are less than 100 at all locations where left-turn lanes are proposed to be consolidated. This aligns with Highway Capacity Manual guidance that states dedicated left-turn lanes should be considered when left-turn volumes are >100 during the peak hour. A diagram of the existing intersection traffic counts is provided below.



HAS THE CITY INSTALLED SIMILAR INTERSECTION TREATMENTS IN OTHER LOCATIONS?

Many intersections throughout the city do not have dedicated left-turn lanes because the left-turn volumes do not warrant a dedicated lane. Comparable examples nearby include Commonwealth Avenue/Glebe Road and King Street/West Street, which have similar or greater volumes than the Braddock Road intersections.

PARKING DATA & ANALYSIS

HOW MANY ON-STREET PARKING SPACES WOULD BE RETAINED UNDER THE RECOMMENDED DESIGN?

Eight on-street parking spaces would be retained on East Braddock Road between Mount Vernon Avenue and Commonwealth Avenue.

WHAT IS THE CITY'S BROADER POLICY FRAMEWORK REGARDING CURBSIDE PARKING VERSUS MULTIMODAL USES?

The Alexandria Mobility Plan established a framework for how to prioritize use of curb space. The recommended design aligns with that adopted framework.

Curb Space Prioritization Framework

Priority:	Residential	Main Streets	Office & Commercial	Warehouse & Industrial
1: High	City Plan Priorities			
2	Access for People	Access for People	Access for People	Access for Goods
3	Parking	Access for Goods	Access for Goods	Access for People
4	Access for Goods	Activation	Parking	Parking
5: Low	Activation	Parking	Activation	Activation

Curb Use Categories

	Examples:
City Plan Priorities	Safety improvements, bus lanes, bike lanes, green infrastructure, electric vehicle charging, and other items specifically included in City plans
Access for Goods	Loading zones, deliveries, food pick-up/drop-off
Access for People	Bus stops, pick-up/drop-off, bikeshare stations, scooter corrals
Parking	Metered parking, residential parking, bike parking
Activation	Parklets, in-street dining, public art

PEDESTRIAN SAFETY AND ADA ACCESSIBILITY

DOES THE PROPOSED RELOCATION OF DISABILITY PARKING SPACES COMPLY WITH ADA REQUIREMENTS?

Yes. The project team consulted with the City Attorney's Office, the Office of Human Rights, and the U.S. Access Board, and the project aligns with ADA standards.

IF GOOD SHEPHERD WERE TO INSTALL AN ADA ENTRANCE AT THE NORTH ENTRANCE OF THE CHURCH, COULD THE CITY INSTALL A SIDEWALK AND RELOCATE THE DISABILITY PARKING SPACES TO ALLOW ADA ACCESS ON THAT SIDE?

Extending the sidewalk beyond the proposed relocated ADA spaces appears to be feasible based on utilities, grade, and available right-of-way, and this is something the city could consider including with this project.

HOW WILL THE PROJECT IMPACT ACCESSIBILITY AT BUS STOPS?

The project would increase ADA accessibility at bus stops. Today, most of the bus stops on the corridor are not ADA accessible because the sidewalk is too narrow for buses to deploy their ramps for residents in wheelchairs or other mobility-assist devices. With the proposed project, elevated bus platforms can be installed across the bike lane to provide sufficient sidewalk depth for bus operators to deploy their ramps and serve residents with disabilities along the corridor.

HOW DOES THE RECOMMENDED DESIGN IMPROVE ACCESSIBILITY FOR PEOPLE WALKING OVERALL?

The sidewalks on Braddock Road are generally not ADA accessible, as they are too narrow and are regularly obstructed by utility poles and other features. Rectifying this by widening sidewalks and/or undergrounding utilities is extremely costly and is not currently funded. Providing a dedicated bicycle lane would provide a continuous, unobstructed space for people using wheelchairs or other mobility devices as an accessible alternative to the sidewalk.

WHY AREN'T MORE CROSSWALKS INCLUDED IN THE RECOMMENDED CONCEPT DESIGN? WILL THESE BE ADDED, AND WILL FLASHING BEACONS BE INCLUDED?

The Safe Routes to School Walk Audit for GW Middle School included a recommendation for a crosswalk at Little Street, and this would be incorporated into final designs for the Braddock Road Project. Additional crosswalks throughout the corridor will be added during detailed design.

Flashing pedestrian beacons are a useful tool in certain contexts. The city follows federal guidance on the placement of flashing beacons, which include considerations like vehicle volumes, speeds, number of lanes, and presence of other crossing treatments. The city will evaluate the appropriateness of this tool during detailed design.

BICYCLE ROUTE CONSIDERATIONS

WHY IS BRADDOCK ROAD CONSIDERED AN IMPORTANT BICYCLE CONNECTION WITHIN THE CITY NETWORK?

Braddock Road is a key east-west corridor that links major neighborhoods and destinations, including Old Town, Del Ray, Rosemont, North Ridge, Seminary Hill, and the West End, as well as Braddock Metro Station, the Potomac Yard Trail, George Washington Middle School, Jefferson-Houston K-8 School, Naomi Brooks Elementary School, Alexandria City High School – King Street Campus, Alexandria City High School – Minnie Howard Campus, the West End Transitway, Bradlee Shopping Center, Fort Ward Park, and NOVA Community College. These are major pedestrian and bicycle generators that would be

well-served by having safe, dedicated, comfortable bicycle infrastructure on Braddock Road. In short, connected bike lanes on Braddock Road could provide easy access by bike or scooter from the West End to the Waterfront.

BRADDOCK ROAD IS OVER A 9% GRADE IN CERTAIN AREAS AND AS SUCH, IT HAS BEEN STATED THAT BIKES SHOULD BE NOT ALLOWED TO BE RIDDEN BY CYCLISTS AT ALL. IS THIS CORRECT?

No, this is not correct. Under the Virginia Code, bicyclists generally "have all of the rights and duties applicable to the driver of a vehicle." Va. Code § 46.2-800. Thus, if the driver of a vehicle is permitted to use a portion of a road, then a bicyclist is authorized to use that same portion of the road. Grade is not a factor in the Virginia Code dictating where people are allowed to bike, and there are no restrictions for people biking on Braddock Road. Providing bike lanes in areas with steep grades would improve bicycle safety as they would be able to decelerate in their own space without obstructing drivers behind them, minimizing the risk of rear-end collisions.

WHAT ARE THE PROPOSED BIKE LANE WIDTHS, AND DO THEY MEET CURRENT DESIGN GUIDANCE?

The bicycle lanes are proposed to be 6'-7' wide, plus buffer space where available space allows. This is in alignment with the City's Complete Streets Design Guidelines and the American Association of State Highway Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, and the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide.

DID THE PROJECT TEAM CONSIDER INSTALLING BICYCLE FACILITIES ON A PARALLEL NEIGHBORHOOD ROUTE INSTEAD OF BRADDOCK ROAD?

The project team did consider a parallel bicycle route. However, industry guidance dictates these should only be recommended when bicycle lanes are not feasible on the main, direct route. Based on the traffic and parking analysis, bicycle lanes are feasible on Braddock Road.

The city follows national guidance and best practices on bike lane design, which includes four key principles:

- **Safety.** Roadway and bikeway designs should reduce the frequency and severity of crashes and minimize conflicts between users.
- **Comfort.** Conditions for bicycling should not deter use due to stress, anxiety, or concerns over safety.

- **Connectivity.** Trips within a bicycle network should be direct and convenient, offering complete and continuous access to all destinations served by the roadway network. They should provide direct access to destinations by prioritizing short routes and minimizing detours.
- **Legibility.** Bikeways should be easy to recognize and intuitive to use. Transitions between roadways and bikeways, and between different bikeway types, should be seamless and clear to navigate. This means having a logical structure that reduces the need for turns to stay on the network.

Numerous alternative neighborhood routes have been suggested, which staff have reviewed and evaluated. These neighborhood routes are less intuitive and more complex to navigate. Challenges include extended travel times (in some cases more than double the travel time), going out of one's way to reach a destination that could be easily accessed from Braddock Road (e.g. the Metro Station, Lena's, 7/11, Metro Linear Trail), traversing private property, navigating stairs, gates, and unpaved paths, and making multiple turns, including at multiple intersections where bicyclists do not have the right-of-way. Meanwhile, delineated bike lanes on Braddock Road would provide a clear, logical, and direct route that requires no turns and where bicyclists consistently have the right-of-way at major crossings.

BRADDOCK ROAD METRORAIL STATION REDEVELOPMENT

HOW DOES THE PROJECT RELATE TO REDEVELOPMENT PLANNED AROUND THE METRO STATION?

City staff have closely coordinated with WMATA on their plans to redevelop the land around the Braddock Road Metro Station. The city's recommended design for Braddock Road is incorporated into WMATA's concept plan, including additional safety improvements at Braddock Road/West Street. WMATA is aware of the need for bicycle connectivity between Braddock Road and Madison Street and is coordinating with the city on this element of their plans. Nothing, either the Braddock Road Corridor Project or the Braddock Metro Redevelopment Project, would preclude the other.

COMMUNITY ENGAGEMENT

WHAT KIND OF OUTREACH DID THE CITY DO FOR THIS PROJECT?

Community engagement began in Spring 2025 and continued throughout the project. Engagement took the form of city press releases, social media, signs in the project area, local news coverage, emails to civic groups and individual stakeholders, online feedback forms, and over ten project meetings, including with Rosemont Civic Association, Del Ray Civic Association, and Good Shepherd Lutheran Church. Nearly 600 residents provided comments on the design options via the city's online feedback form, and many additional residents provided comments on the project via email or Alex311.

WHAT CHANGES DID STAFF MAKE IN RESPONSE TO COMMUNITY ENGAGEMENT IN THE PROPOSED DESIGN?

The project team made the following changes to the project based on stakeholder feedback:

- Kept the direction of West Alexandria Avenue one-way westbound, instead of one-way eastbound as was originally proposed.
- Relocated the ADA parking space next to Good Shepherd Lutheran Church and added an additional ADA parking space to ensure continued ADA accessibility.
- Retained 100', or 5 spaces, of on-street parking adjacent to the home on E Braddock without a driveway.
- Emergency signal pre-emption to be installed at traffic signals to facilitate faster emergency response.

WHY WAS COMMUNITY PRAISE CHURCH NOT CONTACTED BY THE CITY PRIOR TO THE PROPOSAL GOING TO THE TRAFFIC AND PARKING BOARD?

The city cast a wide net for outreach, including advertising the project via press releases, local media coverage, social media, project signs, and emails to civic associations. Staff prioritized outreach for the three houses of worship that were immediately within the project area and stood to lose on-street parking in front of their property, particularly Good Shepherd Lutheran Church, which does not have off-street parking.

HOW HAS THE PROJECT TEAM CONSIDERED THE CHANGE.ORG PETITION IN TERMS OF COMMUNITY FEEDBACK ABOUT THE RECOMMENDED DESIGN?

The project team has reviewed the petition, and while the team understands the concerns, many of the claims that were made related to traffic, ADA access, emergency access, etc. to garner signatures are inaccurate and are not supported by the data and traffic models conducted as part of this project.

DESIGN ALTERNATIVES

ARE THERE OPPORTUNITIES TO RETAIN LIMITED PARKING WHILE STILL IMPROVING BICYCLE SAFETY?

Continuous, protected bicycle lanes should be provided wherever possible to maximize their safety, comfort, and usability for people of all ages and abilities. Unprotected bicycle lanes do provide a separated space for people biking and scooting and can be used where space is limited, such as on Braddock Road between Commonwealth and Mount Vernon Avenues however they are do not always the needs of all ages and abilities, so this approach is not recommended, especially given that

sufficient parking capacity exists via residential driveways and side streets to accommodate parking demand on Braddock Road.

However, should City Council wish to retain some parking, particularly near Good Shepherd Lutheran Church, the following option exists. This design option requires use of all minimum widths, which is not recommended, but is allowed from a design perspective.

ARE THERE OPPORTUNITIES TO PRESERVE LEFT-TURN LANES WHILE STILL IMPROVING PEDESTRIAN AND BICYCLE SAFETY?

If certain left-turn lanes are retained, continuous bicycle lanes will not be possible, resulting in a discontinuous bicycle network that results in unnecessary safety hazards for people biking and scooting. Additionally, retaining left-turn lanes requires people walking to cross more lanes, which increases their exposure to motor vehicle traffic.

That said, should City Council wish to preserve left-turn lanes, two options exist that could still provide a continuous bicycle facility, though pedestrian exposure would increase:

Option A. Retain the Westbound Left-Turn Lane on Braddock Road at Mount Vernon Avenue.

- Sufficient space exists to keep the westbound left-turn lane while still providing a continuous protected bicycle lane through the intersection. However, this would increase pedestrian exposure to motor vehicles compared to the recommended design concept.

Option B. Retain the Northbound and Southbound Left-Turn lanes on Commonwealth Avenue at Braddock Road.

- Sufficient space exists to keep the northbound and southbound left-turn lanes on Commonwealth Avenue at Braddock Road while still providing a continuous bicycle lane through the intersection. However, the bicycle lane would not be protected and would be narrower than is recommended. Retaining the left turn lane would increase pedestrian exposure to motor vehicles compared to the recommended design concept.
- Of all of the left turn lanes proposed to be consolidated, the left-turn lanes on Commonwealth Avenue have the highest left turn volumes, so retaining left-turn lanes on Commonwealth Avenue would have the greatest benefit to traffic operations.

MONITORING POST-IMPLEMENTATION

HOW WILL THE CITY MONITOR CONDITIONS AFTER IMPLEMENTATION AND RESPOND IF ISSUES ARISE?

The city will monitor conditions immediately after project implementation, recognizing that it often takes several months for travelers to become accustomed to new roadway designs and for travel patterns to normalize. The city will also collect before and after data to evaluate how conditions have changed. Corrective actions will be taken if needed, including adjustments to pavement markings, signs, and signal timing. Corrective actions for signal timing can occur sooner, if the observations show that the intersection level of service is failing.