

**From:** [William Schuyler](#)  
**To:** [Sheila McGraw](#)  
**Cc:** [Katy North](#); [Max P Devilliers](#); [Yvonne Callahan](#)  
**Subject:** [EXTERNAL]Comments: Traffic and Parking Board Residential Permit Parking Amendment for House Managers  
**Date:** Wednesday, May 13, 2026 10:17:54 AM

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Good Morning Sheila:

I wanted to provide some feedback from the Old Town Civic Association on the proposal for residential parking permits for house managers. Please share these comments with the Members of the Traffic and Parking Board.

Thank you and the team for the thoughtful and, we feel, appropriate response to this request from members of City Council. We feel that your efforts to balance the interests of what should be a small number of requests, a need to not expand the RPP system to those that might abuse it and assure it is recognized as a truly optional benefit and not a response to a need of a vulnerable population, such as child care or health care assistance, is very much appreciated by our membership. Thank you for the work you have put into it.

We would ask, however, that you consider one additional thing. Given the opportunity for misuse of this program, we would ask that the City monitor how many of these requests are granted and if they exceed the low number you are anticipating that the City engage in increased enforcement of the requirements needed to obtain these permits. We feel that the requirements you outline are appropriate and robust, but if they are not monitored and enforced the risk of abuse, we fear, could grow quickly.

Thank you for your thoughtful consideration of this issue. Please reach out to me if you have any questions for us.

Thank you,

William Schuyler  
Vice President  
Old Town Civic Association

Sent from my iPad

On May 12, 2026, at 2:46 PM, Sheila McGraw  
<[sheila.mcgraw@alexandriava.gov](mailto:sheila.mcgraw@alexandriava.gov)> wrote:

Hi William,

The docket is posted on the Traffic and Parking Board website here and the docket item starts on page 27: [Traffic & Parking Board | City of Alexandria, VA](#)

Thank you,

Sheila McGraw

Curbside and Parking Program Manager

City of Alexandria, Virginia

Transportation and Environmental Services

703.407.3992 (Mobile)

703.746.4401 (Office)

[Sheila.mcgraw@alexandriava.gov](mailto:Sheila.mcgraw@alexandriava.gov)

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**From:** William Schuyler <[wjschuyler@gmail.com](mailto:wjschuyler@gmail.com)>

**Sent:** Tuesday, May 12, 2026 2:06 PM

**To:** Sheila McGraw <[sheila.mcgraw@alexandriava.gov](mailto:sheila.mcgraw@alexandriava.gov)>

**Cc:** Katie North <[katie.north@alexandriava.gov](mailto:katie.north@alexandriava.gov)>; Max P Devilliers <[max.devilliers@alexandriava.gov](mailto:max.devilliers@alexandriava.gov)>; Yvonne Callahan <[Yvonneweightcallahan@gmail.com](mailto:Yvonneweightcallahan@gmail.com)>

**Subject:** Re: Traffic and Parking Board Residential Permit Parking Amendment for House Managers

Thank you Sheila. I, however, did not see any details on this proposal. Is the docket available?

Thank you,

William

On Tue, May 12, 2026 at 1:39 PM Sheila McGraw <[sheila.mcgraw@alexandriava.gov](mailto:sheila.mcgraw@alexandriava.gov)> wrote:

    | Hello Civic Associations with Residential Parking Permit Districts,

This email is to notify your association that a docket item at the May 18 Traffic and Parking Board Meeting proposes an amendment to the Residential Permit Parking (RPP) program that would allow residents to obtain permits for in-home house managers.

Additional information can be found on the Traffic and Parking Board website:  
[Traffic & Parking Board | City of Alexandria, VA](#)

Public comment will be received at the Traffic and Parking Board meeting. The public may submit comments in advance to [trafficandparkingboard@alexandriava.gov](mailto:trafficandparkingboard@alexandriava.gov) no later than 12 p.m. the day of the meeting or make public comments in person or through the conference call on the day of the hearing.

Please let us know if you have any questions.

Thank you,

Sheila McGraw

Curbside and Parking Program Manager

City of Alexandria, Virginia

Transportation and Environmental Services

703.407.3992 (Mobile)

703.746.4401 (Office)

[Sheila.mcgraw@alexandriava.gov](mailto:Sheila.mcgraw@alexandriava.gov)

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**DISCLAIMER: This message was sent from outside the City of Alexandria email system. DO NOT CLICK any links or download attachments unless the contents are from a trusted source.**

**From:** [DRCA Vice President, Elena Hutchison](#)  
**To:** [Sheila McGraw](#)  
**Cc:** [Katy North](#); [Max P Devilliers](#)  
**Subject:** Re: Traffic and Parking Board Residential Permit Parking Amendment for House Managers  
**Date:** Tuesday, May 12, 2026 3:01:59 PM  
**Attachments:** [image001.png](#)

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Ah now that the docket is up - I get it. "House Manager" is another category of household employee like a childcare worker. Thanks!

On Tue, May 12, 2026 at 2:47 PM Sheila McGraw <[sheila.mcgraw@alexandriava.gov](mailto:sheila.mcgraw@alexandriava.gov)> wrote:

Hi Elena,

The docket is posted on the Traffic and Parking Board website here and the docket item starts on page 27 with all of the details: [Traffic & Parking Board | City of Alexandria, VA](#). This amendment would allow residents to get permits for their house managers who do not live in the RPP to park on the street.

Thank you,

Sheila McGraw

Curbside and Parking Program Manager

City of Alexandria, Virginia

Transportation and Environmental Services

703.407.3992 (Mobile)

703.746.4401 (Office)

[Sheila.mcgraw@alexandriava.gov](mailto:Sheila.mcgraw@alexandriava.gov)

---

**From:** DRCA Vice President, Elena Hutchison <[VP@delraycitizen.net](mailto:VP@delraycitizen.net)>

**Sent:** Tuesday, May 12, 2026 1:54 PM

**To:** Sheila McGraw <[sheila.mcgraw@alexandriava.gov](mailto:sheila.mcgraw@alexandriava.gov)>

**Cc:** Katy North <[katy.north@alexandriava.gov](mailto:katy.north@alexandriava.gov)>; Max P Devilliers <[max.devilliers@alexandriava.gov](mailto:max.devilliers@alexandriava.gov)>

**Subject:** Re: Traffic and Parking Board Residential Permit Parking Amendment for House Managers

Just to make sure I understood this - from the RPP website, these two things are in conflict, because sometimes an in-home house manager would be both "maintaining their residence" in the district AND simultaneously an employee of a business in the district and therefore ineligible. So you're going to clarify that in-home house managers \*are\* eligible under the program? Have I got it?

⊖ Q. Who is eligible to obtain parking permits?

A. Only persons who maintain their residence within the boundaries of a permit parking district are eligible to obtain parking permits.

⊖ Q. My business is in one of the permit parking districts. Can my employees and I obtain parking permits for our vehicle(s) if we register them in the business name at the address in the permit parking district?

A. No. Employees and owners of businesses located in a permit parking district cannot obtain parking permits for their vehicle(s). Only full-time residents of a permit parking district may obtain parking permits.

On Tue, May 12, 2026 at 1:39 PM Sheila McGraw <[sheila.mcgraw@alexandriava.gov](mailto:sheila.mcgraw@alexandriava.gov)> wrote:

Hello Civic Associations with Residential Parking Permit Districts,

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Please let us know if you have any questions.

Thank you,

Sheila McGraw

Curbside and Parking Program Manager

City of Alexandria, Virginia

Transportation and Environmental Services

703.407.3992 (Mobile)

703.746.4401 (Office)

[Sheila.mcgraw@alexandriava.gov](mailto:Sheila.mcgraw@alexandriava.gov)

**From:** [Dino Drudi](#)  
**To:** [Sheila McGraw](#); [Katy North](#); [Max P Devilliers](#)  
**Cc:** [W Old Town Citizens Assn](#)  
**Subject:** [EXTERNAL]Questions about these proposed permits  
**Date:** Wednesday, May 13, 2026 5:05:40 PM

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

The West Old Town Citizens Association has put your message out to our members and questions are starting to come in:

Can you provide us with a detailed definition of “in-home house manager”? Are they referring to employees of homeowners who rent their houses out via AirBnB? Or homes with a resident nanny or au pair?

Which interests are expressing a desire for these permits? How many requests have staff received for these permits?

Thanks.

Dino Drudi, President  
West Old Town Citizens Association

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**DISCLAIMER: This message was sent from outside the City of Alexandria email system. DO NOT CLICK any links or download attachments unless the contents are from a trusted source.**

**From:** [Carlos Coutin](#)  
**To:** [Payments](#); [City of Alexandria RADAR Program](#); [alex311@alexandriava.gov](mailto:alex311@alexandriava.gov); [CourtPTAppeal@alexandriava.gov](mailto:CourtPTAppeal@alexandriava.gov); [CECL44](#); [TES-Traffic and Parking Board](#); [sheols.mcgraw@alexandriava.gov](mailto:sheols.mcgraw@alexandriava.gov)  
**Subject:** Re: URGENT — Residential Parking Permits Denied at 311 Commerce St (Resident since 2018) — Letter Hand-Delivered Today  
**Date:** Tuesday, May 5, 2026 1:47:48 PM  
**Attachments:** [Coutin Salamanca Alexandria Parking Letter SIGNED - Google Docs.pdf](#)  
[Coutin Salamanca Alexandria Parking Letter SIGNED - Google Docs.pdf](#)  
[Coutin Salamanca Alexandria Parking Letter SIGNED - Google Docs.pdf](#)

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You don't often get email from carlos@revenuestreams.ai. [Learn why this is important](#)

Hello All, Respected Sheila McGraw / Parking & Traffic Board,

Please help me by reviewing the attached file and I would welcome a meeting about this very important matter. It has been months and visits to the City without much help until today. My goal is to solve the issue in the attached letter.

Thanks!

Carlos Coutin  
Founder & CEO  
Revenue Streams LLC

Alexandria, Virginia

+1 202 621 0006  
[carlos@revenuestreams.ai](mailto:carlos@revenuestreams.ai)  
[revenuestreams.ai](http://revenuestreams.ai)

On May 5, 2026, at 1:19 PM, Carlos Coutin <[carlos@revenuestreams.ai](mailto:carlos@revenuestreams.ai)> wrote:

Carlos Coutin  
Founder & CEO  
Revenue Streams LLC

Alexandria, Virginia

+1 202 621 0006  
[carlos@revenuestreams.ai](mailto:carlos@revenuestreams.ai)  
[revenuestreams.ai](http://revenuestreams.ai)

On May 5, 2026, at 1:15 PM, Carlos Coutin  
<[carlos@revenuestreams.ai](mailto:carlos@revenuestreams.ai)> wrote:

Hello City of Alexandria & Transportation & Environment Services.

Please help. Thank you!

Carlos Coutin  
Founder & CEO  
Revenue Streams LLC

Alexandria, Virginia

+1 202 621 0006  
carlos@revenuestreams.ai  
[revenuestreams.ai](http://revenuestreams.ai)

On May 4, 2026, at 6:07 PM, Carlos Coutin  
<carlos@revenuestreams.ai> wrote:

Dear City of Alexandria Officials,

Please find attached a formal letter regarding the City's failure to issue Residential Parking Permits for our three vehicles registered at our home, 311 Commerce Street, Alexandria, VA 22314.

Key facts:

- We have been continuous, full-time residents at 311 Commerce Street since 2018, and the City has issued our residential parking permits every year without incident — until the recent computer system migration.
- All three of our vehicles are registered in Alexandria and the City's Personal Property Tax has been paid on each: 2026 Hyundai Palisade Hybrid (VA SWR9788), 2025 Toyota GR Corolla (VA THB6313), and 1998 Volvo S70 (VA TFR9856).
- Our home has no garage, driveway, or any private off-street parking. On-street parking is our only option.
- We have contacted Alex311 multiple times, and each case has been closed without resolution. The property manager and Alexandria Police Department officers have advised us to bring this matter directly to the City.

- Our neighbors on the same block, governed by the same ordinance, continue to receive their permits and park lawfully.

The attached letter is being hand-delivered today to the West End Finance Office at 4850 Mark Center Drive, Suite 2011. Given the imminent risk of citation and towing, we are requesting a written response within seven (7) calendar days.

Please direct all correspondence to:

Carlos Coutin  
Phone: 202.621.0006  
Email: [ccoutin@gmail.com](mailto:ccoutin@gmail.com) | [carlos@revenuestreams.ai](mailto:carlos@revenuestreams.ai)

Thank you for your prompt attention.

Respectfully,  
Carlos Coutin  
Yanula Salamanca Casas — Notified and in agreement  
311 Commerce Street, Alexandria, VA 22314

--

Carlos Coutin  
Founder & CEO  
Revenue Streams LLC

Alexandria, Virginia

+1 202 621 0006  
[carlos@revenuestreams.ai](mailto:carlos@revenuestreams.ai)  
[revenuestreams.ai](http://revenuestreams.ai)

Carlos Coutin  
Yanula Salamanca Casas  
311 Commerce Street  
Alexandria, VA 22314  
Phone: 202.621.0006  
Email: ccoutin@gmail.com | carlos@revenuestreams.ai

May 4, 2026

**VIA HAND DELIVERY — West End Finance Office, 4850 Mark Center Drive, Suite 2011**

Director, Department of Finance — Treasury Division  
City of Alexandria  
P.O. Box 323  
Alexandria, VA 22313-0323

**Re: URGENT — Formal Request for Resolution: Denial of Residential Parking Permits at 311 Commerce Street (Continuous Resident Since 2018) — Vehicles at Imminent Risk of Citation and Towing**

Dear Director and City Officials:

We are writing as long-standing, tax-paying residents of the City of Alexandria to formally document — and request the immediate resolution of — an ongoing problem that has prevented us from obtaining the Residential Parking Permits to which we are lawfully entitled. Despite continuously qualifying for, and being issued, these permits since 2018, we have been unable to obtain new or renewed permits following the City's transition to a new computer system. Our prior attempts to resolve this through Alex311 have been closed without resolution. Both the property manager for our block and Alexandria Police Department officers responding to our concerns have advised us to take this matter directly to the City. We are doing so now.

This letter is being sent to multiple City offices simultaneously because the matter is time-sensitive: our family vehicles — used daily for our children and for our business — are at imminent risk of citation and towing on the very street where we live and pay taxes, while our neighbors continue to park lawfully under the same ordinance.

### **I. Statement of Facts**

1. We, Carlos Coutin and Yanula Salamanca Casas, reside at 311 Commerce Street, Alexandria, Virginia 22314. This is our primary residence and we are full-time residents of the City of

Alexandria. We are also the principals of Revenue Streams LLC, a business that contributes to the Alexandria community and tax base.

2. Our residence is a townhouse-style property in Old Town Alexandria. It does not have, and has never had, a garage, driveway, or any private off-street parking. On-street parking is the only option available to us, as it is for many of our neighbors on this block.

3. Our home is located within a designated Residential Permit Parking District established by Alexandria City Council pursuant to Section 5-8-77 of the Code of the City of Alexandria. Without a valid residential parking permit, we are subject to the 2- and 3-hour time-limit restrictions posted on our block, exposing us to citations and towing.

4. Our family and business pay multiple categories of taxes to the City of Alexandria, including personal property tax on every vehicle listed below and business-related taxes through Revenue Streams LLC. We have always been current in our obligations to the City.

5. All three of our vehicles are registered in the City of Alexandria and the City's Personal Property Tax has been paid on each one:

- Vehicle 1: 2026 Hyundai Palisade Hybrid (Black) — Virginia License Plate SWR9788
- Vehicle 2: 2025 Toyota GR Corolla — Virginia License Plate THB6313
- Vehicle 3: 1998 Volvo S70 — Virginia License Plate TFR9856

6. From 2018 through our most recent renewal cycle, the City issued residential parking permits for our vehicles every year without incident. We complied with every requirement: proof of residency, vehicle registration in Alexandria, and timely payment of personal property taxes. Nothing has changed about our residency, our vehicle registrations, or our tax status.

7. Following the City's transition to its new permitting computer system, we have been unable to obtain new permits despite our continued, uninterrupted eligibility under the same standards we have always met. We have contacted Alex311 multiple times to seek help, and on each occasion the case was closed without our problem being resolved. We have made repeated good-faith efforts to work through the proper channels, and the City's system has failed us each time.

8. We have also been told by the property manager for our block and by Alexandria Police Department officers that this is not a matter they can resolve and that we must take it up with the City directly. That is the purpose of this letter.

9. Meanwhile, our neighbors on Commerce Street — residents on the same block, in the same parking district, governed by the same ordinance — continue to receive and display valid residential parking permits and to park legally in the very spaces we are now unable to use

lawfully. The disparity in treatment is not attributable to any change in our residency, vehicle registration, tax status, or eligibility. It is solely the result of the City's internal system migration.

## **II. The Immediate Harm to Our Family**

The City's failure to issue our permits is causing real, daily harm:

- We have no lawful place to park the three vehicles for which we have paid the City's personal property tax.
- Our vehicles — used to transport our children and to operate our business — are at imminent risk of being ticketed and towed on the street in front of our own home.
- We are being treated unequally compared with similarly-situated neighbors who continue to park lawfully under the very same ordinance.
- We have spent significant time, on multiple occasions, attempting to obtain through Alex311 a service that, until the City's system change, was completely routine — and each attempt has been closed without resolution.
- The City has effectively created a Catch-22 in which the City requires us to register and pay personal property tax on our vehicles, then refuses to issue the permits that allow those very vehicles to be parked legally at our address.

## **III. Specific Resolution Requested**

We respectfully request that the City of Alexandria take the following actions immediately:

1. Issue valid Residential Parking Permits for all three of our vehicles immediately, retroactive to the date our prior permits expired, consistent with our uninterrupted eligibility since 2018.
2. Confirm in writing the corrective steps taken in the new system so that this issue does not recur at our next renewal.
3. Identify a single, named City staff member to serve as our point of contact through final resolution, including a direct phone number and email address. The Alex311 ticket-and-close cycle has not worked for us, and we need an accountable human point of contact.
4. Dismiss, void, or otherwise hold harmless any parking citation issued — or that may be issued — to any of our three vehicles at or near 311 Commerce Street during the period in which the City has failed to issue our permits despite our eligibility, and provide written confirmation that our vehicles will not be towed during this period.

5. Provide a written description of the appeal or escalation process available to us if any portion of this matter is not resolved within the timeframe stated below.

#### **IV. Conclusion**

We are not asking the City for any favor or any special treatment. We are asking only that the City honor for us the same arrangement it has honored for us — and continues to honor for our neighbors — since 2018: that residents who live in a residential permit parking district, register their vehicles in the City, and pay the City's personal property tax be issued the residential parking permits to which they are entitled. We are confident this matter can be resolved promptly.

Given the imminent risk of citation and towing, we respectfully request a written response within seven (7) calendar days of receipt of this letter, confirming the steps the City will take and the timeline for completion. This letter is being hand-delivered to the West End Finance Office at 4850 Mark Center Drive, Suite 2011, today, so that there is no question about the date of receipt. Please direct all correspondence to the phone number and email addresses at the top of this letter.

Thank you for your prompt attention to this urgent matter.

Respectfully,

/s/ **CECL44**

Carlos Coutin  
311 Commerce Street  
Alexandria, VA 22314

*Yanula Salamanca Casas — Notified and in agreement with the contents of this letter.*

#### **Enclosures (suggested):**

- Copies of paid Personal Property Tax receipts for each of the three vehicles
- Copies of Virginia vehicle registrations for each vehicle
- Copy of a recent utility bill or lease showing residency at 311 Commerce Street
- Copies of any prior Alex311 case numbers or correspondence

**cc:**

The Honorable Alyia Gaskins, Mayor, City of Alexandria — 301 King Street, Suite 2300, Alexandria, VA 22314

The Honorable Sarah Bagley, Vice Mayor, City of Alexandria — 301 King Street, Suite 2300, Alexandria, VA 22314

Members of the Alexandria City Council — 301 King Street, Suite 2300, Alexandria, VA 22314

James Parajon, City Manager, City of Alexandria — 301 King Street, Suite 3500, Alexandria, VA 22314

Director, Department of Finance — Revenue Division, City of Alexandria — P.O. Box 178, Alexandria, VA 22313

Alex311 Customer Service Center — alex311@alexandriava.gov — 703.746.4311

RPP Eligibility Office — radar@alexandriava.gov

The Honorable Abigail Spanberger, Governor of Virginia — Office of the Governor, P.O. Box 1475, Richmond, VA 23218 (courtesy copy)

Carlos Coutin  
Yanula Salamanca Casas  
311 Commerce Street  
Alexandria, VA 22314  
Phone: 202.621.0006  
Email: ccoutin@gmail.com | carlos@revenuestreams.ai

May 4, 2026

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Director, Department of Finance — Treasury Division  
City of Alexandria  
P.O. Box 323  
Alexandria, VA 22313-0323

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3. Our home is located within a designated Residential Permit Parking District established by Alexandria City Council pursuant to Section 5-8-77 of the Code of the City of Alexandria. Without a valid residential parking permit, we are subject to the 2- and 3-hour time-limit restrictions posted on our block, exposing us to citations and towing.

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7. Following the City's transition to its new permitting computer system, we have been unable to obtain new permits despite our continued, uninterrupted eligibility under the same standards we have always met. We have contacted Alex311 multiple times to seek help, and on each occasion the case was closed without our problem being resolved. We have made repeated good-faith efforts to work through the proper channels, and the City's system has failed us each time.

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3. Identify a single, named City staff member to serve as our point of contact through final resolution, including a direct phone number and email address. The Alex311 ticket-and-close cycle has not worked for us, and we need an accountable human point of contact.
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5. Provide a written description of the appeal or escalation process available to us if any portion of this matter is not resolved within the timeframe stated below.

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Respectfully,

/s/ **CECL44**

Carlos Coutin  
311 Commerce Street  
Alexandria, VA 22314

*Yanula Salamanca Casas — Notified and in agreement with the contents of this letter.*

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**cc:**

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The Honorable Sarah Bagley, Vice Mayor, City of Alexandria — 301 King Street, Suite 2300, Alexandria, VA 22314

Members of the Alexandria City Council — 301 King Street, Suite 2300, Alexandria, VA 22314

James Parajon, City Manager, City of Alexandria — 301 King Street, Suite 3500, Alexandria, VA 22314

Director, Department of Finance — Revenue Division, City of Alexandria — P.O. Box 178, Alexandria, VA 22313

Alex311 Customer Service Center — alex311@alexandriava.gov — 703.746.4311

RPP Eligibility Office — radar@alexandriava.gov

The Honorable Abigail Spanberger, Governor of Virginia — Office of the Governor, P.O. Box 1475, Richmond, VA 23218 (courtesy copy)

Carlos Coutin  
Yanula Salamanca Casas  
311 Commerce Street  
Alexandria, VA 22314  
Phone: 202.621.0006  
Email: ccoutin@gmail.com | carlos@revenuestreams.ai

May 4, 2026

**VIA HAND DELIVERY — West End Finance Office, 4850 Mark Center Drive, Suite 2011**

Director, Department of Finance — Treasury Division  
City of Alexandria  
P.O. Box 323  
Alexandria, VA 22313-0323

**Re: URGENT — Formal Request for Resolution: Denial of Residential Parking Permits at 311 Commerce Street (Continuous Resident Since 2018) — Vehicles at Imminent Risk of Citation and Towing**

Dear Director and City Officials:

We are writing as long-standing, tax-paying residents of the City of Alexandria to formally document — and request the immediate resolution of — an ongoing problem that has prevented us from obtaining the Residential Parking Permits to which we are lawfully entitled. Despite continuously qualifying for, and being issued, these permits since 2018, we have been unable to obtain new or renewed permits following the City's transition to a new computer system. Our prior attempts to resolve this through Alex311 have been closed without resolution. Both the property manager for our block and Alexandria Police Department officers responding to our concerns have advised us to take this matter directly to the City. We are doing so now.

This letter is being sent to multiple City offices simultaneously because the matter is time-sensitive: our family vehicles — used daily for our children and for our business — are at imminent risk of citation and towing on the very street where we live and pay taxes, while our neighbors continue to park lawfully under the same ordinance.

### **I. Statement of Facts**

1. We, Carlos Coutin and Yanula Salamanca Casas, reside at 311 Commerce Street, Alexandria, Virginia 22314. This is our primary residence and we are full-time residents of the City of

Alexandria. We are also the principals of Revenue Streams LLC, a business that contributes to the Alexandria community and tax base.

2. Our residence is a townhouse-style property in Old Town Alexandria. It does not have, and has never had, a garage, driveway, or any private off-street parking. On-street parking is the only option available to us, as it is for many of our neighbors on this block.

3. Our home is located within a designated Residential Permit Parking District established by Alexandria City Council pursuant to Section 5-8-77 of the Code of the City of Alexandria. Without a valid residential parking permit, we are subject to the 2- and 3-hour time-limit restrictions posted on our block, exposing us to citations and towing.

4. Our family and business pay multiple categories of taxes to the City of Alexandria, including personal property tax on every vehicle listed below and business-related taxes through Revenue Streams LLC. We have always been current in our obligations to the City.

5. All three of our vehicles are registered in the City of Alexandria and the City's Personal Property Tax has been paid on each one:

- Vehicle 1: 2026 Hyundai Palisade Hybrid (Black) — Virginia License Plate SWR9788
- Vehicle 2: 2025 Toyota GR Corolla — Virginia License Plate THB6313
- Vehicle 3: 1998 Volvo S70 — Virginia License Plate TFR9856

6. From 2018 through our most recent renewal cycle, the City issued residential parking permits for our vehicles every year without incident. We complied with every requirement: proof of residency, vehicle registration in Alexandria, and timely payment of personal property taxes. Nothing has changed about our residency, our vehicle registrations, or our tax status.

7. Following the City's transition to its new permitting computer system, we have been unable to obtain new permits despite our continued, uninterrupted eligibility under the same standards we have always met. We have contacted Alex311 multiple times to seek help, and on each occasion the case was closed without our problem being resolved. We have made repeated good-faith efforts to work through the proper channels, and the City's system has failed us each time.

8. We have also been told by the property manager for our block and by Alexandria Police Department officers that this is not a matter they can resolve and that we must take it up with the City directly. That is the purpose of this letter.

9. Meanwhile, our neighbors on Commerce Street — residents on the same block, in the same parking district, governed by the same ordinance — continue to receive and display valid residential parking permits and to park legally in the very spaces we are now unable to use

lawfully. The disparity in treatment is not attributable to any change in our residency, vehicle registration, tax status, or eligibility. It is solely the result of the City's internal system migration.

## **II. The Immediate Harm to Our Family**

The City's failure to issue our permits is causing real, daily harm:

- We have no lawful place to park the three vehicles for which we have paid the City's personal property tax.
- Our vehicles — used to transport our children and to operate our business — are at imminent risk of being ticketed and towed on the street in front of our own home.
- We are being treated unequally compared with similarly-situated neighbors who continue to park lawfully under the very same ordinance.
- We have spent significant time, on multiple occasions, attempting to obtain through Alex311 a service that, until the City's system change, was completely routine — and each attempt has been closed without resolution.
- The City has effectively created a Catch-22 in which the City requires us to register and pay personal property tax on our vehicles, then refuses to issue the permits that allow those very vehicles to be parked legally at our address.

## **III. Specific Resolution Requested**

We respectfully request that the City of Alexandria take the following actions immediately:

1. Issue valid Residential Parking Permits for all three of our vehicles immediately, retroactive to the date our prior permits expired, consistent with our uninterrupted eligibility since 2018.
2. Confirm in writing the corrective steps taken in the new system so that this issue does not recur at our next renewal.
3. Identify a single, named City staff member to serve as our point of contact through final resolution, including a direct phone number and email address. The Alex311 ticket-and-close cycle has not worked for us, and we need an accountable human point of contact.
4. Dismiss, void, or otherwise hold harmless any parking citation issued — or that may be issued — to any of our three vehicles at or near 311 Commerce Street during the period in which the City has failed to issue our permits despite our eligibility, and provide written confirmation that our vehicles will not be towed during this period.

5. Provide a written description of the appeal or escalation process available to us if any portion of this matter is not resolved within the timeframe stated below.

#### **IV. Conclusion**

We are not asking the City for any favor or any special treatment. We are asking only that the City honor for us the same arrangement it has honored for us — and continues to honor for our neighbors — since 2018: that residents who live in a residential permit parking district, register their vehicles in the City, and pay the City's personal property tax be issued the residential parking permits to which they are entitled. We are confident this matter can be resolved promptly.

Given the imminent risk of citation and towing, we respectfully request a written response within seven (7) calendar days of receipt of this letter, confirming the steps the City will take and the timeline for completion. This letter is being hand-delivered to the West End Finance Office at 4850 Mark Center Drive, Suite 2011, today, so that there is no question about the date of receipt. Please direct all correspondence to the phone number and email addresses at the top of this letter.

Thank you for your prompt attention to this urgent matter.

Respectfully,

/s/ **CECL44**

Carlos Coutin  
311 Commerce Street  
Alexandria, VA 22314

*Yanula Salamanca Casas — Notified and in agreement with the contents of this letter.*

#### **Enclosures (suggested):**

- Copies of paid Personal Property Tax receipts for each of the three vehicles
- Copies of Virginia vehicle registrations for each vehicle
- Copy of a recent utility bill or lease showing residency at 311 Commerce Street
- Copies of any prior Alex311 case numbers or correspondence

**cc:**

The Honorable Alyia Gaskins, Mayor, City of Alexandria — 301 King Street, Suite 2300, Alexandria, VA 22314

The Honorable Sarah Bagley, Vice Mayor, City of Alexandria — 301 King Street, Suite 2300, Alexandria, VA 22314

Members of the Alexandria City Council — 301 King Street, Suite 2300, Alexandria, VA 22314

James Parajon, City Manager, City of Alexandria — 301 King Street, Suite 3500, Alexandria, VA 22314

Director, Department of Finance — Revenue Division, City of Alexandria — P.O. Box 178, Alexandria, VA 22313

Alex311 Customer Service Center — alex311@alexandriava.gov — 703.746.4311

RPP Eligibility Office — radar@alexandriava.gov

The Honorable Abigail Spanberger, Governor of Virginia — Office of the Governor, P.O. Box 1475, Richmond, VA 23218 (courtesy copy)

**From:** [Carson Pomeroy](#)  
**To:** [Transportation Commission](#); [TES-Traffic and Parking Board](#)  
**Subject:** [EXTERNAL]Concern with Traffic Light  
**Date:** Friday, May 8, 2026 3:10:03 PM  
**Attachments:** [opengraph-content-icon-folder-dropbox-landscape.png](#)

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Good afternoon, I am not sure who exactly to reach out to about this, so I am sending this email to both the Traffic Parking Board and the Transportation Commission.

The traffic light at the intersection of Mandeville Lane and Stovall Street takes an egregious amount of time to change from red to green, specifically when travelling west from Mandeville Lane to go straight onto Telegraph Road. Using my footage, I determine that it takes 5 minutes.

My biggest concern is not just about how annoying this can be, but about how I have seen this cause drivers to get aggressive and make unsafe decisions. Specifically, when I am waiting at the light with the intention of going straight, multiple times I have had drivers behind me that are intending to turn right decide to cross over the solid yellow lines into the lane meant for oncoming traffic and perform a right turn from that lane.

I have dashcam footage that showcases the light being red for 5 minutes, and two different drivers deciding to make the aforementioned illegal and unsafe maneuver because of it.

Footage: <https://www.dropbox.com/scl/fo/kvzzqx5i6oy70fvfyvdj8/AJDO5uB1e1P5FqZqiTtdGjE?rlkey=qroe8df7to9wd1jf4k4hcoodh&st=fzmq1xre&dl=0>

I would be more than happy to appear at a meeting to discuss my concerns, however I am not sure if people who are not residents of the City of Alexandria are allowed to attend such meetings. (I live just south of Alexandria City, my address says 'Alexandria' but I am legally in Fairfax County.)

Thank you,

-Carson



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source.

**From:** [andymimisaunders@verizon.net](mailto:andymimisaunders@verizon.net)  
**To:** [TES-Traffic and Parking Board](#); [Alvia Gaskins](#); [Abdel-Rahman Elnoubi](#); [Jacinta Greene](#); [Hashim Taylor](#); [Caneq Aguirre](#); [Sarah Bagley](#); [John Chapman](#); [COU-City Council](#); [Karl Moritz](#)  
**Subject:** Fw: [AVA] Follow up on Braddock Road after meeting with Council member  
**Date:** Friday, May 1, 2026 12:26:53 PM

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We agree with our neighbor, below.

Andy and Mimi Saunders  
2511 Clay Street  
Alexandria, VA

[Sent from the all new AOL app for iOS](#)

Begin forwarded message:

On Friday, May 1, 2026, 12:10 PM, Nancy Lopez via [groups.io](https://groups.io)  
<[Lopezfamilyva@gmail.com@groups.io](mailto:Lopezfamilyva@gmail.com@groups.io)> wrote:

Neighbors,

I said that a discussion of viable Braddock Road alternatives was too long for a neighborhood list serve, and it is. But, for those who are interested in the options identified by people who have been thinking about the Braddock Road proposal for several months, you can read about them here: <https://bit.ly/BraddockRoadSolutions>.

Trip, you say that adding a half mile of travel time to your bike ride is an impediment. I would call it an easily surmountable inconvenience. And, if it provides you with a safer bike path, it is well worth the additional effort. Many local bike riders already do not travel on Braddock Road between Russell Road and Mt. Vernon Avenue. They shift a block north or south to use quieter, safer residential streets.

Everyone knows that the only way under the railroad tracks is on Braddock Road. Bike lanes already exist on that segment, and no one opposes the Traffic & Parking Board's proposed changes there.

The appeals only concern Braddock Road between Russell and Mt. Vernon. This segment impacts 52 homeowners, 4 churches, and thousands of car, truck, and bus drivers. It is worth exploring alternatives like neighborhood bikeways, slow zones, mobility lanes, and shared bus-bike lanes.

Warmly,

Nancy

~\*~\*~\*~

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Post: send email to: AVA@groups.io

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Beverly Hills Neighborhood List is an open, unmoderated community  
Neighborhood list for Beverly Hills/North Ridge areas of Alexandria, VA.

Posted messages are unedited submissions of individual subscribers and they do not necessarily reflect the views of anyone else. Please post and act responsibly. Respect your fellow members' time and attention: strive to be clear and concise. National, state or local politics, either issues or endorsement of candidates, are not allowed here.

This includes abortion/abortion rights, guns/gun laws, federal taxes, immigration, global warming, inflation, etc.

National, state or local politics can be discussed at <https://groups.io/g/Alexandria-politics>

Be courteous - these are your neighbors! Personal attacks are unkind and not welcome here. Opinions about local issues and neighborhood concerns can be heartfelt without belittling or disparaging others. Discuss local issues without involving political endorsements or views, or by blaming an officeholder by name or title.

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[andymimisaunders@verizon.net]

~\*~\*~\*~

**From:** [West Landscapes](#)  
**To:** [TES-Traffic and Parking Board](#)  
**Subject:** [EXTERNAL]braddock-road-corridor-improvements  
**Date:** Thursday, April 30, 2026 9:04:41 PM

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

Good evening --

I am writing to you with regard to your proposed changes to the Braddock Road corridor, specifically, the proposal to remove on-street parking from Russell Rd to Mt. Vernon Ave to install bike lanes with bollards.

I am the owner of West Landscapes, a landscaping company who has been serving Alexandria for over 20 years. My business focuses exclusively on serving the Alexandria community, primarily in Del Ray, Rosemont, Old Town and Beverly Hills - providing landscaping services to several hundred clients--both residential and commercial. My trucks drive up and down Braddock Road, Mt Vernon Avenue and Russell Road on a daily basis. One of my biggest safety concerns is navigating bike and pedestrian traffic. By installing bike lanes and eliminating parking on Braddock Road, not only will this add to the time, convenience and therefore cost of servicing my many clients, I am also concerned about the safety of large trucks that must park on narrow side streets.

I also have clients who live on Braddock Road -- eliminating parking on Braddock Road will make it very difficult to provide basic services, like mowing, mulching, and installation of plants and sod.

While I applaud your goal of improving safety, I am concerned that proposed changes will create unanticipated safety issues. I oppose the proposed changes and hope that you consider the needs of businesses like mine, as well as the clients we serve and the safety of bike riders along this corridor.

Regards,

Chris West  
Owner, West Landscapes

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**From:** [Heather Stevens Balog](#)  
**To:** [CouncilComment@alexandriava.gov](mailto:CouncilComment@alexandriava.gov); [TES-Traffic and Parking Board](#)  
**Subject:** [EXTERNAL]Prepared Statement for the May 16 City Council Public Hearing  
**Date:** Friday, May 15, 2026 12:20:33 PM  
**Attachments:** [Braddock Road Improvement Project Public Statement\\_05152026\\_HSB.docx](#)

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**To the members of our Alexandria City Council & Alexandria City Traffic and Parking Board,**

I am submitting this as a follow-up to the February 23 Traffic and Parking Board Meeting and ahead of the May 16 City Council Public Hearing. Unfortunately, I cannot attend May 16 in-person as I am a local youth track & field coach, and we have an all-day Meet scheduled for Saturday but wanted to be sure to submit this statement in opposition to the Braddock Road Improvement Project as defined and approved on February 23, 2026.

I sincerely hope that every member of the City Council took the time to watch the entire February 23 Traffic and Parking Board Hearing prior to the May 16 Public Hearing. I sat on the February 23 Zoom from the start of the meeting at 7pm through all docket items until the Board approved the full docket 9 project recommendations and adjourned at approximately 1:18am. During the multi-hour public comment period, a number of issues related to the Braddock Improvement Project data and design were raised. Although many of the same speakers may attend the May 16 session, listening to that call would provide essential context as to what occurred there, and why the decision has been so emphatically rejected by impacted stakeholders and other local residents.

One thing I almost said at the beginning of the comments I made in that meeting was my concern that speaking up would be futile. Hearing one Traffic and Parking Board member announce even before the first public comment, his intent to approve the recommendations was disappointing and dismissive as to the importance of public buy-in. He demonstrated, as did the rest of the Board when they did not raise any concern with his statement, their lack of commitment to remaining open to the perspectives and data that would be provided by the more than sixty individuals speaking. This dismissiveness was further emphasized at the end of the public comment period as the Board referenced their desire to vote and go home without "nitpicking design details" or spending any time absorbing, reflecting upon, or discussing the public comments. I would think that "nitpicking" the details is exactly what the Board is expected to do in their roles and to ensure the validity and legitimacy of the recommendations.

Watching the Traffic and Parking Board quickly approve the full recommendation after less than ten (10) minutes of follow-up discussion and no consideration of these issues, the resident petition, or the offline public statements, was disappointing and concerning. It was not even clear when observing the board and their few questions that each member fully understood the specific recommendations being voted upon. Questions from the board included confusion as to whether the lanes were protected and what the specific changes were to intersections, specifically related to the lane consolidation and removal of turning lanes. One is left to assume that the Board had no intention of not approving the full plan, regardless of the details of the plan or what feedback or concerns they heard that evening. I hope that on Saturday, City Council does not rush to vote without taking the appropriate time to process, study, and respect the input provided by residents during the May 16 session.

Other items that have been either ignored or "reframed" in the weeks since the Board call deserve some clarity as the City Council hopefully fully considers whether this project has

followed the appropriate steps to ensure (1) there is a need, (2) the solution addresses that need, and (3) that impacted stakeholders have been directly involved. These topics include pedestrian safety, off-street parking, community engagement, “nearby” side street parking, the segments of Braddock Road, and the public presence at the February 23 meeting.

### **Does the project address pedestrian safety or bicycle access?**

The presentation itself takes a lot of time discussing the issues we see today with pedestrians trying to cross E. Braddock Rd coming from the Braddock Rd Metro or nearby bike path. Those issues were not argued by anyone in the hearing. The 3 crosswalks on Segment 1 of Braddock, between Mt Vernon Ave & West St., are all designed differently and do not effectively protect or enforce the safety of the pedestrians trying to cross Braddock. The main issues there are speeding or distracted motorists. The differing levels of visibility relating to the Metro crossing and flashing lights also unfortunately impact the attention offered by drivers. Bicycles do use these crossings as well, but no one can argue that far more people on foot (Metro riders, students walking to GW middle school, residents exercising, etc.) are found navigating this segment and these crosswalks.

The project team also references the fatal accident that occurred in 2015 when the pedestrian was killed at the intersection of Commonwealth and Braddock Rd. This pedestrian was walking to the Braddock Rd Metro when killed by a construction vehicle taking a right turn. In response to this tragedy, No Turn on Red signs were installed at most local intersections as well as a staggered time between the pedestrian crossing signal and green light.

When you look at these examples offered as a burning platform for this project, you would likely assume, albeit incorrectly, that it includes safety and calming strategies such as lower speed limits, improving crosswalk visibility and design, potentially adding crosswalks, and improving traffic enforcement. The only design component at all similar to these solutions that is included in the project is a limited reduction in the length of crosswalks at the major intersections.

When you truly analyze this project, what you see is pedestrian safety as a need but not a part of the solution. The need for pedestrian safety is not just manipulated in this project but actually sacrificed in the project approach, design, and apparently in the spirit of bike lanes “for everyone”.

### **How will this project further risk the safety of pedestrians on Braddock Rd?**

With parking on Braddock Road, residents and visitors are able to park and immediately access sidewalks to safely navigate to their destination, whether it is returning home, conducting a service appointment, reporting to work at one of the local businesses, attending church, or visiting a resident. Removing that parking leaves those individuals more likely to have to cross Braddock and other surrounding streets.

As the project design currently stands, no crosswalks are being added. If you look at Segments 2 and 3 of Braddock Rd, these are not short segments, and with the exception of 1 crosswalk at Spring St on Segment 2, the only crosswalks are at the intersections with Mt. Vernon, Commonwealth, and Russell. This leaves individuals, which will include young children and elderly adults currently living on Braddock Road, to either walk a number of blocks, which are long on Braddock Rd, to the closest crosswalk or to try and cross Braddock on their own, without the buffer of parked cars, the visibility of a flashing crosswalk, or the security of a lowered speed limit. Braddock Road now becomes less accessible and less safe for pedestrians.

And, to be clear, before trying to claim the bike lanes as a safety buffer, anyone who goes through Old Town during the day encounters cyclists making their own traffic rules, not stopping at intersections or yielding to anyone. The expectation that cyclists will yield for pedestrians is naïve and not grounded in reality.

The project also proposes removing turn lanes and consolidating traffic into a single lane at the intersections with Commonwealth and Russell. When talking to project advocates, you hear that left turns are the leading cause of pedestrian accidents. That may be the case, but the project itself is not removing or barring left turns. It is creating chokepoints and making motorists wait longer to take their left turns, exacerbating intense congestion we already see during morning and late afternoon/ early evening hours, triggering higher frustration in drivers which can result in more aggressive driving and potentially less attention to anyone in the crosswalks when they do finally get to make their left turn.

Rather than wait in these longer traffic lines, drivers may seek other paths, turning onto side roads, now increasing traffic on these streets, and adding risk to the pedestrians there. On these quieter streets, you are more likely to find residents of all ages playing, riding, or walking with the expectation of less traffic. *What happens when a frustrated driver trying to get to work on-time or home after a long day, rushes down a side street to avoid sitting at a light?*

### **Don't many of the Braddock Rd residents already have off-street parking?**

The project initially stated there were no homes without off-street parking, which had to be corrected to acknowledge one (1) home when it was raised at the January Rosemont Citizen Association meeting. and then again was corrected during public comment to recognize there are three (3) or more. Beyond the question it raises about the data collection efforts by the project team, the true nature of the off-street parking is important. To be clear, the large majority of this "off-street parking" are small parking pads or single spots. We are not talking about full driveways or garages. These parking pads are valuable, but they certainly do not make on-street parking unnecessary or obsolete for families living along Braddock Rd.

Additionally, the residents of Braddock Rd are not the only ones impacted by this project. Local businesses and churches also utilize the on-street parking. This includes employees of the various businesses of Yates Corner and any professionals coming to service resident homes such as HVAC technicians, electricians, plumbers, pest services, landscaping, US mail delivery, other package delivery companies, and emergency services. There are also 4 churches impacted by this project that host regular services, as well as special events (e.g., weddings), and other organizations. They each have small lots, but need on-street parking to accommodate their full congregations.

*Where do these vehicles park? Will businesses be less willing to service Braddock Road residences? Will attendance at these churches suffer? Will vehicles further crowd nearby street parking? Will they add traffic to side streets, adding risk to neighbors and pedestrians living there?*

### **Does the project have to apply to all three (3) segments of Braddock Rd?**

Many of the individuals who spoke highlighted, and supported, the emphasis of VDOT and other bodies upon Segment 1 (Mt Vernon <-> West) only. This is where we have 3 pedestrian crosswalks, two of which we specifically observe pedestrians often being ignored or at risk due to cars not yielding. This is also where we have 2 lanes of traffic throughout the segment, which is truly not necessary.

The Board noted that Segments 2 and 3 had only recently been emphasized by VDOT and,

when raised, Ms. Carroll was unable to provide evidence or reason behind the late addition of these two segments.

So, no, it is not clear that Segments 2 and 3 have the same mandate as Segment 1. They do however have a much higher resident impact that should be addressed in a far more collaborative approach to solutioning than has occurred thus far.

### **Wasn't there a comprehensive community engagement effort?**

If you review the slides presented at the February 23 meeting, you might think there was. Slide 70 of the presentation implies there was a comprehensive community engagement effort with targeted outreach and multiple forums for feedback. However, when you review the project page, you find several of these examples not listed. You instead see generic and passive communications such as flyers, press releases, and articles that are not targeted nor are they examples of true and thoughtful stakeholder impact analysis and engagement. What the community engagement effort was focused on was casting a wider net so that those not truly affected by this change could weigh in because of course we value pedestrian and bike safety. But those stakeholders aren't losing safe access to their homes for their immediate family or for individuals coming to visit or service their homes. Those stakeholders aren't losing property value when on street parking is removed. They are voting for aspirational goals without considering or experiencing the practical consequences. That is what skews the numbers. That is how you spin an issue to make it seem widely supported – by drowning out the voices of those truly affected. The reality is that there is a finite number of residents living on this portion of Braddock Rd. *When the project manager claimed to have walked the road to count parking spaces, why did she not specifically reach out to each of these homes? Why did she not want to collaborate with, or even hear from, the residents that would be directly affected by this project?*

### **Didn't a majority of the speakers at the February Board meeting support this project?**

The numbers referenced in several articles state that about 37 speakers spoke for the project while 29 spoke against it. That is an interesting data point, but the context and content of each speaker is what truly matters. When you listen to the 29 who spoke against the project, you hear compelling and specific data about the risk of more cars speeding with the loss of parked cars as "pinch points" on the road. You hear specific and verifiable data about the accident history of each segment. You hear real dangers associated with bikes riding the steep downhill from W. Braddock Rd through the Russell Rd intersection. You hear how the city's proposal to move the handicap accessible parking spot for one of the Braddock Rd churches is not a viable solution, instead violating essential requirements for accessibility. You hear concerns about the impact on property values along Braddock with the loss of on-street parking. You hear cyclists from Del Ray and Rosemont who support bike safety and access but also recognize the flaws of this project and do not believe bike lanes replacing parking are the answer. You hear someone asking how sidewalk accessibility, specifically moving the utility poles found in the center of the sidewalk at several points along Braddock Road, fits into the project with its focus on pedestrian safety. Spoiler, it doesn't, leaving residents using strollers and wheelchairs to have to enter the street to navigate around these poles. As someone who used to push a double stroller throughout the neighborhood, I often had to veer onto the street to navigate around these portions of sidewalk. And when you listen to the 29 speakers protesting the project as it stands, you are hearing from the actual residents of East and West Braddock Rd.

Mixed in with the 37 speakers supporting the project, you hear speakers who are not impacted by the project but came purely to support the project manager. You hear an

interested student who was unaware of the project but thought it sounded like a good idea and wanted to speak out. You hear one speaker make ageist and insulting remarks to the residents speaking out against the project. You hear speakers from other areas of Alexandria coming to speak because they support bike lanes in general but will not be users of these bike lanes nor will they be impacted by their implementation in any manner.

*If we want to focus on numbers supporting or not supporting the project, then why don't we discuss the number of residents who signed the petition against the project in February? Or the number of residents who signed the petition(s) appealing the Traffic and Parking Board approval in February? Or by what amount these changes will reduce the property values of the homes owned by your city residents?*

### **But aren't there plenty of available parking spots on side streets?**

The presentation asserts that there are 300+ available open parking spots on side streets that the residents and other users of current Braddock Rd. parking spaces can instead use. This large number is meant to depict how "easy" it should be for Braddock Rd. residents to find other parking, as if there is no inconvenience at all. If you navigate the immediate side streets branching off of Braddock Rd. and recognize the number of them that only have parking on one side of the street, you realize that this count is either completely inaccurate or includes streets more than a block away from Braddock Rd. The count does not specify the geographic scope, nor does it differentiate by segment or block. How does this align to Policy B: Ensure parking availability of the Parking Policy stating the requirement to "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"?

Similarly, Policy C: Promote equitable allocation of curb space states, "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." In the current environment, curb space is used by taxpaying homeowners to access their homes, by local businesses to help ensure homes are safe and sound, by emergency services to care for our residents, by employees who make local businesses possible, and by members of local churches seeking community and fellowship. How is the use of curb space as a border for bike lanes a "highest and best use" above all of these things? Are we really stating that is the case?

### **Summary**

It has been easy for the advocates of bike lanes to villainize "the other side", claiming we do not care about pedestrians or bike safety. This is truly offensive while also being completely false. Yes, we want to maintain reasonable access to on-street parking. These are our homes and this parking keeps our families, visitors, and neighbors safer. Do we somehow matter less than the cyclists that *may* want to navigate Braddock Rd at some point during the day?

Personally, my family tries to take advantage of the pedestrian friendly nature of this area as much as possible. My husband uses the Metro to commute to DC for work, walking to and from the station daily. We walk to all of our favorite restaurants and shops. I run throughout the neighborhood. My 11-year-old son is a cyclist. He rides his bike frequently, heading to Naomi Brooks to play basketball, roaming the neighborhood with friends, or riding up to Alexandria Country Day School for flag football practice. Councilman Chapman actually met him briefly while he was out riding. He knows to be careful. He understands how to choose routes through the neighborhood that will keep him safe, and to be a mindful and defensive rider. His ability to be a cyclist in Alexandria is not contingent on the loss of on-street parking. He would be there on Saturday to speak out against the project, but he is competing in the

same track meet I am coaching. He would state that he is worried about his grandparents crossing the street when they come to visit. He would wonder how much longer the line of cars in front of our house will be during the “rush hour” periods of the day. He will ask why it feels like we are being punished for owning a home on Braddock Rd as if our residency is something to be valued less than if we lived on a side street.

There is no question that there are opportunities to improve Braddock Road, and especially to improve safety for pedestrians on Braddock Rd. However, to cast the replacement of valuable on-street parking and resident access with bike lanes as that needed improvement is completely misplaced. My biggest hope is that the City Council shows up for all of your residents on Saturday and is prepared to not only sincerely listen to the concerns and perspectives raised there but to validate and, when needed, challenge, the veracity and reliability of the assumptions and assertions made by the project team and their supporters.

Thank you for your time and consideration.

Heather M. Stevens, PMP, NCC  
Owner and Resident  
30 E Braddock Rd

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**From:** [Jeannine Ginivan Hyde](#)  
**To:** [TES-Traffic and Parking Board](#); [Alvia Gaskins](#); [Abdel Elnoubi](#); [Kirk McPike](#); [Sarah Bagley](#); [John Chapman](#); [Jacinta Greene](#); [Caneq Aguirre](#)  
**Subject:** Re: Opposition to Recommended Braddock Road Corridor Design  
**Date:** Tuesday, May 12, 2026 2:30:21 PM

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You don't often get email from [j9gini@gmail.com](mailto:j9gini@gmail.com). [Learn why this is important](#)

Good afternoon,

I am writing as a Braddock Road resident to share my concerns about the recommended design concept for the Braddock Road Trail Access and Corridor Improvements project. I appreciate that Councilman Elnoubi acknowledged my previous letter, but I have not received any further communication. This has made it difficult to understand how resident feedback is being incorporated into the process.

I support the idea of making our community safer for walking and biking while maintaining mobility and accessibility that are still needed in our town. The current plan to remove all parking on the street and replace it with a bike lane does not match what actually happens on this road every day. I believe it will create new safety problems, more traffic issues, and significant unintended consequences for the whole neighborhood, including the surrounding streets.

## **Traffic and Congestion**

Braddock Road already backs up during busy times, often from the Metro to Russell Road. If all parking is removed, there will be no place for delivery trucks, maintenance vehicles, rideshare drivers, first responders, or anyone else who needs to stop for a short time. They will end up stopping in the travel lane. This already happens during snowstorms or when utility crews are out, and it causes sudden lane changes and extensive backups. If there is no curb space at all, this will become a daily, if not hourly, problem.

A bike lane will not reduce the number of cars using Braddock Road. What it will do is remove the only space that allows the road to function safely when deliveries, maintenance vehicles, or rideshares need to stop. Taking away all parking makes the road more rigid and more dangerous, not safer.

## **Pedestrian Safety**

There are no marked crosswalks in important places, and at night the road is very dark. People have to cross in the dark, which is already unsafe. If the City wants to encourage more walking and biking, then crosswalks, sidewalks, and better lighting need to come first. Hancock Street especially needs a crosswalk and a streetlight.

## **Parking and Access**

The idea that there is “nearby parking” is not accurate. There is no realistic alternative parking for residents, visitors, or the churches that rely on daytime parking. Removing all parking will push cars onto other streets and make it harder for people to get to their homes or to the churches. It will also make it difficult for contractors, caregivers, and emergency services to

access the area.

## **Cyclist Behavior and Enforcement**

Another issue is that many cyclists do not follow traffic laws. They switch between the road and the sidewalk, or between acting like a pedestrian and acting like a vehicle, depending on what works for them at the moment. This is unpredictable and unsafe. Any redesign should include clear rules and enforcement for cyclists, just as drivers are expected to follow the rules. Just last week, while crossing the road in a crosswalk, I nearly got hit by a cyclist traveling at high speed on the wrong side of the road who did not stop for me on foot.

## **Reasonable Alternatives**

This does not have to be an all-or-nothing plan. There are other options that could improve safety without removing every parking space on the street. For example:

- A shared or advisory bike lane that works at lower speeds
- A bike lane on only one side of the street
- Keeping parking available for the churches during the day and for residents at night
- Adding crosswalks, lighting, and traffic calming before making major changes. This should include speed bumps that are also enforced for cyclists. The fear of them getting hit by homeowners coming out of their driveways is real. Cyclists will be very close and speeding down the hill.
- Trying a phased approach to see what actually works

Please consider multiple ways to help make the road safer while still allowing the street to function for everyone who needs to use it.

For these reasons, I ask the City Council and the Traffic and Parking Board to reconsider the current design and look at alternatives that balance safety with the real needs of the community. A good plan should include parking accessibility, lighting, crosswalks, safe pedestrian access, clear expectations for cyclists, and some amount of curbside space.

Thank you for taking the time to review this.

Sincerely, Jeannine Ginivan 16 West Braddock Road

On Mon, Feb 23, 2026 at 12:24 PM Jeannine Ginivan Hyde <[j9gini@gmail.com](mailto:j9gini@gmail.com)> wrote:

Good afternoon,

I am writing as a Braddock Road resident to state my opposition to the recommended design concept for the Braddock Road Trail Access and Corridor Improvements project.

I respect the City's goal of improving safety for pedestrians and cyclists. However, based on living on

this street and experiencing its conditions every day, I do not support moving forward with the proposed design as currently presented. I believe it will increase congestion and create new safety risks rather than reduce them.

Braddock Road already experiences significant congestion during peak hours. Removing travel lanes and turning lanes will worsen traffic flow and force vehicles to stop in through lanes, increasing rear-end collisions, sudden lane changes, and driver frustration. These are not theoretical concerns. We already see this behavior daily, and it will intensify under the proposed design.

Reducing lane capacity while increasing curbside activity, deliveries, and rideshare drop-offs will also lead to more double parking and illegal stopping. Adding a bike lane will not meaningfully reduce vehicle traffic on this corridor. Vehicle demand will remain, while capacity and parking are reduced. When that happens, drivers adapt in unsafe ways, including blocking travel lanes and intersections. I see it and hear it everyday.

Recent snow events made this especially clear. During slow snow removal, delivery trucks, maintenance vehicles, repair and utility crews caused major disruptions as they all double parked. Residents moved their cars responsibly and walked long distances home. That experience highlighted how little flexibility already exists and how disruptive the proposed change would be.

For my family, on-street parking is not a convenience. It is essential. We are a family of four with two vehicles needed for work and to transport our children to activities across the city. While walking and public transportation are preferred when possible, they are not realistic for reaching many parks and ballfields. We live in a garageless home with no ability to add off-street parking.

For these reasons, I urge the City Council and the Traffic and Parking Board to reject the recommended design and pursue alternatives that better reflect real-world conditions on Braddock Road and balance safety with access and functionality.

Sincerely,  
Jeannine Ginivan 16 West Braddock Road

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**Jeannine Ginivan**  
[j9gini@gmail.com](mailto:j9gini@gmail.com)

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\*\*\*\*\*

**Jeannine Ginivan Hyde**  
[j9gini@gmail.com](mailto:j9gini@gmail.com)

**From:** [Katherine Allen](#)  
**To:** [TES-Traffic and Parking Board](#)  
**Subject:** [EXTERNAL]Braddock Road proposal  
**Date:** Friday, May 1, 2026 6:52:34 AM

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Dear Mayor Gaskins, Vice Mayor Bagley and City Councilmembers,

I support the staff recommendation for the safest biking and walking options for the Braddock Road Trail Access and Corridor Improvement Project, Options 1B, 2A, 3, 4B, 5A and 6C because these make this road the safest for **all** users: drivers, walkers and cyclists.

I have a child who attends GW Middle School, and we live too close for her to get bus service. I've seen classmates of hers trying to bike or use scooters to get to school on this corridor using the sharrows, and the traffic weaves around them in an unsafe way.

Personally, I walk to Braddock Road metro every morning to commute to work. I see cars passing others when the one in front obeys the speed limit and sometimes they turn into crosswalks while I'm in them. The improvements will discourage this reckless behavior by increasing safe spaces for more vulnerable users of the corridor.

I'm also a cyclist, though not the fast spandex kind, and I like to ride instead of driving short distances in the neighborhood to shops and businesses. I avoid Braddock and the businesses in the area due to the dangers I've seen on the road. The new plan would encourage more people to leave their cars at home to access the businesses in the area.

I recognize there may be a need to address parking for residents and congregants on the road. There's a section of the road currently four lanes wide (including parking on both sides). Some parking could be preserved there even while adding bike lanes. The city could also encourage Braddock Rd residents who need it to expand their own off site parking spaces. But the corridor should not become a magnet for commuters who want to park on the road to take metro. This increases traffic in our neighborhood streets and raises dangers for vulnerable users. Metro has parking at other stations where the infrastructure nearby can handle it.

Parking is definitely getting more difficult in our city, and it's a smart response to build infrastructure that encourages residents to get around without relying on cars.

A road that prioritizes car traffic only encourages more reckless driver behavior as they compete for what is already limited road space. **The new design will give ALL users of a public road a space to drive, walk or cycle but with reduced conflict points and reduced exposure of danger to vulnerable road users.**

Thank you,  
Katherine Allen  
Alexandria resident

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2111 Mount Vernon Avenue  
Alexandria, VA 22301  
(703) 549-1108  
spokeperson@velocitycoop.org

*Building a More Sustainable, Equitable, and Healthy Community through Cycling*

## **The Braddock Road Corridor Improvements Project**

### **An Empirical Case for Completion**

Submission to the Alexandria City Council

*May 15, 2026*

*Prepared for the public hearing of May 16, 2026*

*Del Pepper Community Resource Center*

## A decision about what kind of city we intend to be

Your decision on the Braddock Road Corridor Improvements Project is, fundamentally, a decision about what kind of city Alexandria intends to be. The empirical case for completing the project as approved is strong. We supplement our February 23 submission to the Traffic and Parking Board (attached) with information we hope you will find useful, adding context that has received less attention in the public debate.

The U.S. Department of Transportation's 2025 value of a statistical life for benefit-cost analysis is approximately \$14.2 million. Alexandria's documented harm record on this corridor — a 2015 fatality at Braddock Road and Commonwealth Avenue, an April 4, 2026 pedestrian strike at Mount Vernon Avenue, and 17 crashes producing 8 injuries between 2019 and 2023 — is already extracting that price, and will continue to do so until the corridor's geometry is fixed.

Alexandria has the chance to become a top-tier biking and walking city — and the gap with our neighbors is most visible right next door. We score 38 out of 100 on PeopleForBikes' [2025 City Ratings](#), which ranks us 13th in Virginia and below the 50-point threshold identified as the tipping point for sustained bike-friendly growth. Arlington — our neighbor with similar regional demographics and political pressures — scores 55 and ranks 3rd in Virginia, well above that tipping point.

Other cities we have considered tell the same story: Davis, California, Boulder, Colorado, and Cambridge, Massachusetts have all crossed the threshold and built the kind of connected streets like the project before us. Each made a choice, on corridors like this one, to close a network gap rather than preserve a status quo. Each compounded that choice over years into streets that are safer to cross, calmer to travel, and better connected to schools, businesses, transit, and trails.

The question before Council is whether Alexandria chooses to become such a city — the evidence in this submission shows we can. The practical choice is to complete the network, reduce foreseeable harm, and give Alexandria a corridor it can defend twenty years from now. As Velocity wrote to the Traffic and Parking Board in February:

*This segment of Braddock Road is a vital community connector — linking Metro, trails, homes, schools, and local businesses — and it will become an even stronger asset to our community by making the design work for all ages and abilities, including a middle-schooler riding to school with newfound freedom, a cautious parent riding with a child, families heading to worship or community events, and someone walking to transit or biking to work at night or in bad weather.*

That conviction stands. Velocity Bicycle Cooperative agrees with the Traffic and Parking Board's unanimous decision and supports the staff-recommended package (1B / 2A / 3 and 4B / 5A / 6C) in full. Modifying the project to sever the network at Segment 2 or Segment 3 would defeat its purpose. Our submission lays out the empirical foundation behind these positions.

- We examine corridor costs thus far and future costs over the next 20 years.
- We show what happens when cities build this kind of infrastructure — and what Alexandria has already shown on Seminary Road.
- We respectfully urge Council to uphold the Traffic and Parking Board's decision, and to do so for reasons that will still read well in 2046.

## Economics of Safety

A significant dimension of this project merits attention: the corridor is already extracting an enormous economic cost from Alexandria, and that cost will compound — substantially and predictably — for as long as the geometry producing it remains unchanged. Between the Sep 2015 pedestrian fatality at Braddock Road and Commonwealth Avenue and the eight documented injuries on the corridor between 2019 and 2023, the federally-monetized cost of harm absorbed by the Alexandria community already exceeds \$28 million in 2025 dollars. The Apr 4, 2026 pedestrian strike at Mount Vernon Avenue will be added to this ledger once the injury classification is published. These are documented events. They have already happened. The community has already paid for them — in households and hospitals and insurance premiums — whether or not the dollar figures have ever been added up before.

The visual on the page below depicts the situation. The figures come from the U.S. Department of Transportation's standard valuation methodology, the kind of federal benefit-cost accounting used in transportation grant analysis.

The harm itself is concrete and local. When a 60-year-old Alexandria resident was struck and killed in September 2015 while walking through the crosswalk at Braddock Road and Commonwealth Avenue, the costs that followed fell on real Alexandrians. Families bear the loss of a wife, a mother, or a sister. Inova Alexandria Hospital and insurers absorb medical and emergency-response costs, and our Police Department spends days investigating. Regional insurance risk premiums can increase after a fatality like hers. The eight injuries the corridor produced between 2019 and 2023 — eight neighbors, eight households — distributed similar costs at a smaller scale: emergency-room bills, deductibles, missed work, recovery time, family caregiving.

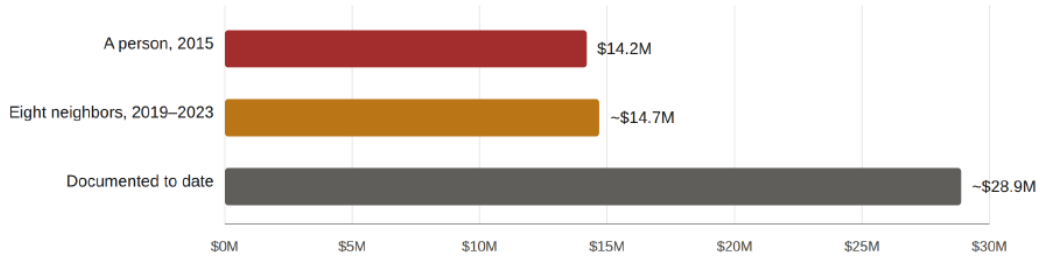
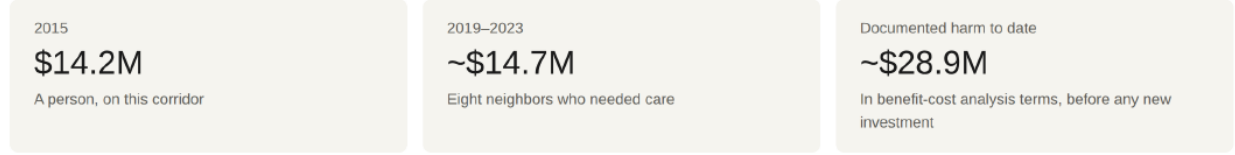
The April 4, 2026 pedestrian strike at Mount Vernon Avenue, which sent a man to the hospital, has added a new and not-yet-fully-counted entry to the same ledger. When this submission says the corridor's status quo will cost approximately \$147 million by 2046, that figure is the running total of these distributed costs — to families, to insurers, to public budgets, to neighbors.

As of 2019, road traffic injuries were the leading killer of people aged 5-29 years, a burden disproportionately borne by pedestrians, cyclists and motorcyclists.



## A ledger of documented corridor harm

Federally-monetized cost of the corridor's documented harm, in benefit-cost analysis terms, before any new investment. These are accounting standards used in federal infrastructure analysis — not awards, damages, or claims. Behind each number is a person.

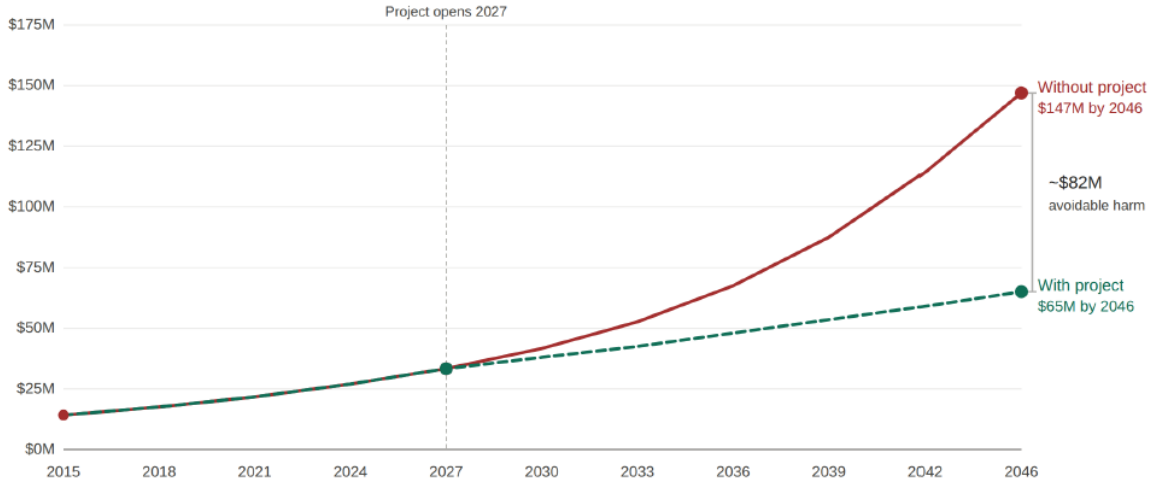


Why this matters. The April 4, 2026 pedestrian strike at Mount Vernon Avenue is not yet reflected in these figures. The corridor's documented risk factors remain in place, and future harm remains reasonably foreseeable until the geometry changes.

Sources: U.S. Department of Transportation, Departmental Guidance on Valuation of a Statistical Life, 2025 base year (\$14.2M VSL; KABCO injury values, mid-range distribution applied to 8 documented injuries). City of Alexandria crash data, 2019–2023.

## By 2046, a conservative safety scenario shows roughly \$82M in avoidable harm

Cumulative monetized harm on the Braddock Road corridor under stated assumptions, 2015–2046. This is an illustrative benefit-cost scenario, not a City budget estimate or guaranteed forecast — methodology and assumptions are disclosed below.



What the chart shows. Under stated assumptions, the difference between the two paths is roughly \$82M in avoidable harm over twenty years — before counting any property-value, health, business, or quality-of-life benefits.

Sources & assumptions: Baseline (\$28.9M through 2026) per USDOT VSL 2025 base year (\$14.2M VSL; KABCO mid-range injury values applied to 8 documented injuries 2019–2023). Without-project trajectory applies a 3% annual growth factor as a sensitivity assumption reflecting national NHTSA trends in pedestrian and cyclist fatalities; even using 0% annual growth, the avoidable-harm case remains substantial. With-project trajectory applies a 41% crash reduction beginning 2027 — anchored on Alexandria's own Seminary Road outcome documented in the City's October 2022 Post-Project Implementation Evaluation. The growth rate should be understood as an assumption, not a prediction. Both lines understate the project's likely benefit because neither counts induced ridership or "safety in numbers" effects.

National pedestrian and cyclist fatality data from NHTSA show that 2022 produced the highest cyclist deaths since federal recordkeeping began in 1975 and the highest pedestrian deaths since 1981. The projection that follows applies a 3% annual growth factor as a sensitivity assumption reflecting these national trends. Because corridor-level crash counts are volatile, the precise growth rate should be understood as an assumption rather than a prediction; even using 0% annual growth, the avoidable-harm case remains substantial.

The project's safety benefit is well-documented. FHWA's published crash-modification factors for road diets show 19% to 47% reductions in total crashes across peer-reviewed studies. Protected bike lanes specifically reduce the right-hook and dooring conflicts that produce the most severe cyclist injuries. The most directly relevant evidence is local: Alexandria's own Seminary Road project, implemented in 2019 and evaluated by the City in 2022, documented a 41% reduction in average annual crashes — measured by the City after waiting for traffic volumes to return to pre-COVID levels, comparing five years of pre-implementation data to post-implementation data — with severe-injury and fatal crashes dropping from 0.8 per year to zero and the percentage of drivers exceeding 35 mph falling from 11% to 7%. The 41% figure anchors the projection that follows. We further note that VDOT has identified all three segments of the corridor as priority areas for pedestrian and bicycle safety improvements (the Metro segment carries the highest designation; the middle and western segments are rated High and Medium-to-High).

Under this scenario, cumulative monetized harm reaches roughly \$147 million without the project and roughly \$65 million with the project. The difference — about \$82 million — represents an estimate of avoidable harm under stated assumptions, before counting any property-value, health, business, or quality-of-life benefits. This is an illustrative benefit-cost scenario using federal safety-valuation methods, Alexandria's documented crash history, a 3% annual harm-growth assumption, and a 41% crash-reduction assumption anchored in Alexandria's Seminary Road evaluation — not a City budget estimate, damages calculation, or guaranteed forecast.

**Three further returns the project may deliver.** The \$82 million figure counts only avoided harm. At least three additional categories of return should be added when evaluating the project's full economic value:

- Property values — residential. Recent peer-reviewed residential-market research finds that proximity to high-quality bicycle infrastructure can be associated with positive capitalization effects, with reported premiums varying widely by facility quality, network completeness, and local market conditions. Applied cautiously to Braddock Road's residential context, even a small effect would represent a meaningful neighborhood-scale benefit. Detailed methodology appears in the box below.
- Local business performance. Volker & Handy (2021), a peer-reviewed meta-analysis of 23 studies covering 45 facilities, found economic impacts on local retail and food service were positive or non-significant — even where vehicle lanes or parking were removed. Most relevant for Braddock's small commercial footprint at Mount Vernon Avenue. Section III details.

- **Public health.** Large cohort and review evidence associates active commuting, especially cycling, with lower cardiovascular and all-cause health risks. CDC estimates physical inactivity costs the U.S. healthcare system \$117 billion annually. These public-health benefits should be treated as additional upside, separate from the avoidable-harm estimate in Visual 1B.

#### **What the project is worth in property values**

Peer-reviewed research on bicycle facilities and residential property values across eleven U.S. metropolitan areas reports capitalization effects in the range of approximately 1% to 15%, varying widely by facility quality, network completeness, and local market conditions. The evidence base is specifically residential, which fits Braddock Road's predominant character.

Applied to the Braddock Road corridor — where the 2025 median home value is approximately \$1.1 million — even the lowest end of that range produces a meaningful figure. Roughly 1,500 to 2,000 households sit within a quarter-mile walk of the project corridor. At a 1% capitalization premium, the project's property-value contribution to the neighborhood is on the order of **\$15 to \$25 million**. At the mid-range of the published evidence (5%), the figure approaches **\$95 million**.

These figures are deliberately conservative. They count only residential properties within walking distance, omitting commercial properties and the broader Del Ray and Rosemont neighborhoods whose character and desirability are tied to corridor walkability. They also exclude the value of completing the network — connecting Braddock Road to the W&OD Trail, the Potomac Yard Trail, the Long Bridge, and the Metro Linear Trail — which research shows compounds the per-property premium where networks are continuous rather than fragmented.

The most useful point is the figure's independence from the safety figure. Any property-value effect is a separate return, distinct from avoided harm and additive to it. Velocity does not treat this as a guaranteed price increase for any individual property; it is a plausible additional benefit, with the largest neighborhood-scale share accruing to households closest to the corridor.

*Sources: Dahir & Le (2025), "Capitalized values of bicycle infrastructure in U.S. residential markets," reviewed across eleven metropolitan areas. Median home value: NVAR 2025 year-to-date data for the Del Ray and Rosemont neighborhoods. Household estimate within ¼-mile buffer derived from American Community Survey 2018–2022 5-year estimates for the corridor census tracts.*

**What this means for Council's decision.** The project's safety benefit alone — calculated conservatively, informed by Alexandria's own Seminary Road outcome, with no induced-ridership adjustment — pays back many times its construction cost over its operating life. Property values, business performance, and public health compound on top of that. The economic case is clear.

## What world-class looks like — and what Alexandria has already shown

For empirical evidence that the Braddock Road project will succeed, we considered cities that have already done this sort of work, measured what happened, and published the results. The case for the project rests on outcomes.

**Alexandria has already proven the concept on Seminary Road.** In 2019, Alexandria improved Seminary Road. Though not identical to Braddock Road, it is a close recent local example of a contested corridor safety redesign involving similar concerns: parking, congestion, neighborhood character, emergency access, and change. The City's Department of Transportation and Environmental Services published a formal post-implementation evaluation in October 2022, three years after the project opened, finding:

- **Average annual crashes dropped 41%** on the reconfigured corridor.
- **Severe-injury and fatal crashes dropped from 0.8 per year to zero.**
- **The percentage of drivers exceeding 35 mph fell from 11% to 7%.**
- **Bicycle ridership at the measured intersection rose 75%** during peak periods.

These are Alexandria's own measurements of what happened when Alexandria committed to similar design measures proposed for Braddock Road. The Traffic and Parking Board, City staff, and the Council that approved the Seminary Road project in 2018 weighed many of the same concerns Council weighs now: parking, congestion, neighborhood character, change. The project advanced. The results speak for themselves.

If the Seminary Road outcomes are even partially replicated on Braddock Road, the project's safety case alone — calculated independently from federal valuation methodology above — will prove conservative.

**On the question of current ridership.** Some have suggested that current bicycle ridership on Braddock Road is too low to justify protected lanes. The American Association of State Highway Transportation Officials (AASHTO) addressed this directly in design guidance that City staff included in their own [February 23 presentation to the Traffic and Parking Board](#) at 48-49: “studies and experience in U.S. cities show that bicycle lanes increase ridership” and that “people generally feel safer and are more likely to bicycle if bikeways are present.”

This describes a "build it and they will come" pattern indicated across the peer cities below. Seminary Road's 75% increase in bicycle ridership after the road diet is one local data point on that pattern.

**What peer cities have measured.** The pattern across the reviewed evidence was favorable: impacts on local retail and food-service businesses were generally positive or non-significant, including in many cases where vehicle lanes or on-street parking were removed.

Meta-analysis provides empirical data for the specific results documented in three peer cities relevant to Alexandria. Braddock Road is primarily residential, with commercial activity concentrated at Mount Vernon Avenue and Commonwealth Avenue.

The evidence below spans both contexts, with the closest residential parallels in Cambridge. Cambridge, Massachusetts — kids on bikes. Children counted at sixteen city intersections tripled since 2014, with one redesigned intersection (Inman Square) showing an 8× increase after its 2023 redesign. This is a residential and school-route phenomenon — exactly the constituency Braddock Road can serve.

- **Cambridge, Massachusetts — commute share.** Bike commute share rose from 4.1% in 2007 to 9.4% in 2022, alongside completion of the city's Cycling Safety Ordinance protected-lane network. Cambridge is dense, historic, expensive, and politically contested — the closest U.S. comparator to Alexandria's geographic and civic profile.
- **Seattle's Broadway corridor — businesses.** Protected bike lane installed alongside reduction of vehicle lanes and removal of parking. Food service employment grew 30.8% post-installation against 2.5% in the control area (TREC/Portland State, 2018). Most relevant for Braddock's commercial footprint at Mount Vernon Avenue and Commonwealth Avenue.
- **Minneapolis Central Avenue — businesses.** Bike lanes installed via lane reduction with parking removed. Retail employment rose 12.6% vs. 8.5% control; food sales rose 52.4% vs. 22.5% control (TREC/Portland State, 2018).

The pattern across these cities is consistent: where cities build protected, all-ages networks, the economic and demographic indicators that worry Council members during the debate — small business performance, family flight, neighborhood vitality — move in the project's favor.

## What peer cities measured after completing protected bike networks

Three peer-city before-and-after results, each from independent evaluations. The closest residential parallel to Braddock Road is Cambridge.

**Cambridge, Massachusetts** Residential and school-route parallel

After completion of the Cycling Safety Ordinance protected-lane network.

<b>Bike commute share</b> 4.1% → 9.4% 2007 to 2022	<b>Kids on bikes</b> <b>Tripled</b> since 2014, sixteen intersections	<b>Inman Square</b> <b>8× increase</b> after 2023 redesign
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**Seattle Broadway corridor** Commercial parallel (Mt. Vernon Ave., Commonwealth Ave.)

Protected bike lane installed alongside reduction of vehicle lanes and removal of on-street parking.

<b>Food service employment</b> <b>+30.8%</b> vs. +2.5% in control area	<b>Source</b> TREC / Portland State, 2018
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**Minneapolis Central Avenue** Commercial parallel

Bike lanes installed via lane reduction with parking removed.

<b>Retail employment</b> <b>+12.6%</b> vs. +8.5% in control area	<b>Food sales</b> <b>+52.4%</b> vs. +22.5% in control area
--	--

The pattern. Where peer cities have built protected, all-ages networks, the indicators most commonly raised as concerns during similar debates — small business performance, neighborhood vitality, family flight — have moved in the project's favor.

Sources: Cambridge data from City of Cambridge, Department of Traffic, Parking & Transportation annual counts and Cycling Safety Ordinance progress reports. Seattle and Minneapolis data from Transportation Research and Education Center, Portland State University (2018), "Examining Economic Impacts of Bicycle Facilities." Volker & Handy (2021) meta-analysis of 23 North American studies covering 45 facilities backstops the pattern.

**Where Alexandria stands among comparable cities.** The PeopleForBikes 2025 City Ratings provide a third-party benchmark for where Alexandria sits relative to U.S. cities that have already built what we are proposing.

City	Population	PFB 2025 Score	What they did
Davis, California	67,000	81	Continuous low-stress network; closed gaps over decades
Cambridge, Massachusetts	118,000	50+	Dense historic city; Cycling Safety Ordinance protected-lane buildout
Boulder, Colorado	105,000	50+	Connected on-street and multi-use path system
Carmel, Indiana	100,000	50+	200+ miles of paths, built incrementally over two decades
Alexandria, Virginia	159,000	38	Strong start; corridor gaps remain

*Population figures rounded. Exact PeopleForBikes scores for Cambridge, Boulder, and Carmel are above the 50-point tipping point per published 2025 rankings. Davis at 81 is the top-ranked medium-sized U.S. city.*

The comparison set is deliberately wide. Davis is a small university town with the highest U.S. bike mode share. Cambridge is a dense, historic, expensive city — closest to Alexandria's profile. Boulder is mid-sized and mountain-west. Carmel is suburban Indiana, methodically built. **What** unites them is a common decision: each chose, on corridors like Braddock Road, to close a network rather than preserve a status quo. The Braddock Road Corridor Improvements Project is that kind of choice.

**A converging body of evidence.** Across the Volker & Handy meta-analysis, the FHWA and AASHTO design literature cited in the City's own staff presentation, the peer-reviewed cohort studies on physical activity, the residential property-value research above, and Alexandria's own Seminary Road evaluation — the evidence converges. Protected, all-ages networks built on streets like Braddock produce measurable safety improvements; support property values; support local business performance where commercial activity exists; get more children, more older residents, and more interested-but-concerned riders onto bikes; and make the cities that build them places more people want to live. The evidence is strong enough to support action.

## Deciding for the future

The Braddock Road Corridor Improvements Project pays back many times over. The federal accounting puts avoidable harm at roughly \$82 million by 2046 — before counting property values, public health, or what it means for a family to ride to school without holding their breath at every intersection. The consistent experience of cities — small, large, dense, suburban — that have made the same choice on corridors very much like this one. Alexandria's last comparable project produced these results. This one can be expected to do the same.

Velocity also recognizes that accessible parking and safe access to worship are not peripheral concerns. A safer Braddock Road must serve people walking, biking, driving, using mobility devices, attending services, and arriving with children or older family members. We therefore support the staff-recommended network while also supporting focused design work with Good Shepherd Lutheran Church to address the Segment 3 accessible-parking issue in a way that preserves the corridor's safety purpose and meets real accessibility needs.

**Our ask.** Velocity Bicycle Cooperative respectfully asks Council to:

- Uphold the Traffic and Parking Board's unanimous Feb 24 decision, including staff-recommended package (1B / 2A / 3 and 4B / 5A / 6C);
- Avoid modifications that sever the network at Segment 2 or Segment 3, including those that would preserve shared-lane treatments inconsistent with AASHTO bicycle facility selection guidance for streets of Braddock Road's traffic volumes and operating speeds;
- Support continued engagement between City staff and Good Shepherd Lutheran Church on the Segment 3 accessible parking question — a concern we view as warranting substantive design attention — with the goal of a design that serves both the corridor's safety purpose and the church's accessibility needs;
- Confirm continued coordination with the Fire Department on the Segment 1 underpass engineering, with emergency vehicle preemption at West Street as approved.

Twenty years from now, Alexandria will look back at this decision as a moment the city committed to streets that work for everyone — kids, older residents, walkers, riders, drivers, and the families who rely on the city to make safe, durable infrastructure decisions. We respectfully urge Council to uphold the Traffic and Parking Board's decision, and to do so for reasons that will still read well in 2046.



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*Building a More Sustainable, Equitable, and Healthy Community through Cycling*

**For** Traffic & Parking Board  
**On** Braddock Road Corridor Improvements (Russell Road to West Street)  
**From** Velocity Bicycle Cooperative - Board of Directors  
**Date** Feb 23, 2026

Chair and Members of the Board:

We submit this comment on behalf of [Velocity Bicycle Cooperative](#). Many of us and our other volunteers are daily riders, and all of us are deeply invested in Alexandria's safety, quality of life, and continued progress toward being a truly world-class walking and biking community.

This segment of Braddock Road is a vital community connector—linking Metro, trails, homes, schools, and local businesses—and it will become an even stronger asset to our community by making the design work for all ages and abilities—including a middle-schooler riding to school with newfound freedom, a cautious parent riding with a child, families heading to worship or community events, and someone walking to transit or biking to work at night or in bad weather.

We appreciate the City's focus on safety outcomes. The City's materials describe operating speeds above the posted limit and a crash history that, while not constant, is not acceptable under a Vision Zero mindset: 17 crashes from 2019–2023, 8 injuries, and a prior pedestrian fatality at Braddock & Commonwealth (2015). Most crashes occurred at intersections—where the highest-severity risks also concentrate. Vision Zero is not about waiting for a “bad enough” year; it is about designing so predictable human mistakes do not become life-altering.

### **Recommendations**

We support the staff-recommended preferred alternative—corridor options 1B, 2A, and 3, and intersection options 4B, 5A, and 6C—because it advances a clear, measurable aim: make this short but essential corridor safer and more usable for the everyday trips that define Alexandria. If adopted, we encourage the Board and City to measure success against [three practical proof points](#)—each directly reflected in the recommended design package:

1. **Continuous, low-stress biking from Russell to West.** Option 1B (Russell to Commonwealth) converts curbside parking to separated bicycle lanes, and Option 3 (Mount Vernon to West) delivers a two-way separated facility that creates a direct, legible connection between the Potomac Yard Trail/Metro Linear Trail network and the Braddock Road Metro Station. We support Option 2A (Commonwealth to Mount

Vernon) as the necessary middle link, and we encourage the City, as design advances, to prioritize all-ages comfort at driveways and intersection approaches so the experience remains continuous—not “safe until it matters most.”

2. **Intersections that prevent crashes that cause serious injury.** The recommended intersection concepts point in the right direction: 4B creates space for the protected bikeway movement through Russell/Braddock/W. Alexandria; 5A enables continuous bicycle movements on both Braddock and Commonwealth while reducing pedestrian exposure; and 6C adds a bicycle signal phase that separates bicycle movements from westbound right turns at Mount Vernon—exactly the kind of turning-conflict control that changes outcomes. As the project is refined, we urge the City to maximize visibility and, where feasible, harden protection so intersection safety is not reliant on paint alone.
3. **Safe speeds and safer crossings, especially near the Metro.** Staff correctly identifies elevated risk at the two unsignalized crossings near the Braddock Road Metro Station and explains why the lane reduction within Option 3 materially reduces exposure and multiple-threat risk. We support that trade.

#### **Curbside access: acknowledging real needs and managing impacts responsibly**

We want to acknowledge—respectfully and directly—that reallocating curb space is a real change for neighbors, congregants, caregivers, and visitors who rely on convenient on-street parking. Even when there is capacity nearby, the loss of “right in front” parking can feel like a sacrifice -- especially for those with mobility, time, or caregiving constraints, and it is reasonable to ask whether that sacrifice is being made thoughtfully and fairly. The City’s own parking counts in the TPB docket indicate that peak observed use on Braddock between Russell and Mount Vernon was 28 vehicles on a weekday evening and 47 vehicles on a Sunday morning, with 300+ available spaces within 1–2 blocks during those peaks. We view that data not as a dismissal of concern, but as a basis for a responsible compromise: proceed to invest in the safety improvements, and pair them with practical curbside management and monitoring so impacts are mitigated, not dismissed.

Relatedly, we recognize practical needs—deliveries, ADA access, bus operations, and emergency access. Those issues are real, but solvable through design, management, and enforcement decisions squarely within the City’s control. We encourage a curbside management plan (loading and ADA placement with safe accessible paths, clear signage, and enforcement that prevents blocking bike lanes and crosswalks) so the safety improvements function as intended day-to-day.

#### **Build, measure, and enhance**

To ensure accountability and continuous improvement, publish a simple dashboard and evaluate at 3, 6, and 12 months—operating speeds, yielding rates, crashes and injuries, walking

and biking volumes, bus reliability, and curbside compliance—and commit to upgrading quick-build elements to durable protection as resources allow.

We also encourage the City to incorporate modest streetscape and greening elements where feasible—such as upgrades to existing median islands, additional street trees where space and sight lines allow, and low-maintenance planting/pollinator beds in appropriate buffer or amenity areas. These elements can make the corridor more inviting and help the street feel like a neighborhood place, while maintaining clear visibility, ADA access, and operational reliability.

If the project advances, Velocity would welcome partnering with the City on practical measures that help residents take advantage of safer walking and biking—such as safety education, route guidance, and, if resources allow, bike-access assistance targeted to nearby households

### **Conclusion - Choose safety and complete the Braddock Road network**

Alexandria is already a strong place to live and ride, but by national benchmarks we are not yet where the best biking cities are. PeopleForBikes' City Ratings currently score Alexandria at 38/100 (73rd percentile). Closing network gaps like this corridor is the kind of investment that moves a city toward top-tier safety and participation.

One local image captures why this matters: kids riding from Del Ray toward the river for rowing practice should be normal and safe, not stressful. With the Potomac River under a recreational advisory, safe and healthy ways to move around our community—on foot and by bike—feel more urgent, not less.

We respectfully ask the Board to recommend the staff-preferred alternative (1B/2A/3 and 4B/5A/6C) and to require a clear plan to measure results and refine the design based on evidence.

Without action, Alexandria will continue to accept preventable injury risk on a corridor that should be safe for everyday trips.

Respectfully,

Velocity Bicycle Cooperative – Board of Directors