

**From:** [Andrea](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Street redesigns at Van Dorn  
**Date:** Wednesday, July 24, 2024 4:29:26 PM

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I wanted to add my voice to *support recommendations to redesign the street to maintain similar travel times as today (and even to reduce congestion at the intersection with Van Dorn Street) while including one motor vehicle travel lane in each direction, a center turn lane, a lane of parking, safer pedestrian crossings, protected bicycle lanes, a new sidewalk near the metro stations, as well as no right turn on red and a 25 MPH speed limit. This would make this growing area safer for pedestrians, and also help move the City towards a connected low stress bike network.*

*Andrea Kirk*

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**From:** [Dwan Edwards](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Traffic and Roadway Infrastructural Improvement Requests (POTOMAC YARDS AVE APPROACHING RICHMOND HIGHWAY S)  
**Date:** Thursday, August 8, 2024 6:44:29 PM

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**\*\*Please share with the Transportation Board\*\***

As a very concerned Alexandria resident, I need to address the need for Transportation Engineers to reevaluate the narrow 4-lane roadway along Potomac Ave where residents/visitors/public are permitted to share the same road with the motorist. Giving today's larger size High-Occupancy vehicles and scaling up of 4-door 2022/23 sedans / mid- to - large SUVs, I presently concerned the current roadway is narrowed to 2-lane roadway as opposed to what was expected to be 4-lane roadway. It is because the engineers did not consider vehicle owners entering / exiting their vehicles and large moving vehicles on the street. This presents a safety caution in the neighborhood for the residents and the children. Perhaps, large business High-Occupancy vehicles are permitted with particular restrictions during certain times of day to lessen the unsafe conditions for pedestrians.

*Dwan Edwards*  
*202-709-7870 (h)*  
*571-329-9270 (c)*

*Be nice to people on your way up because you'll meet them on your way down.*

Wilson Mizner

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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.**

September 3, 2024

Dear City Council Members and Traffic & Parking Board Members,

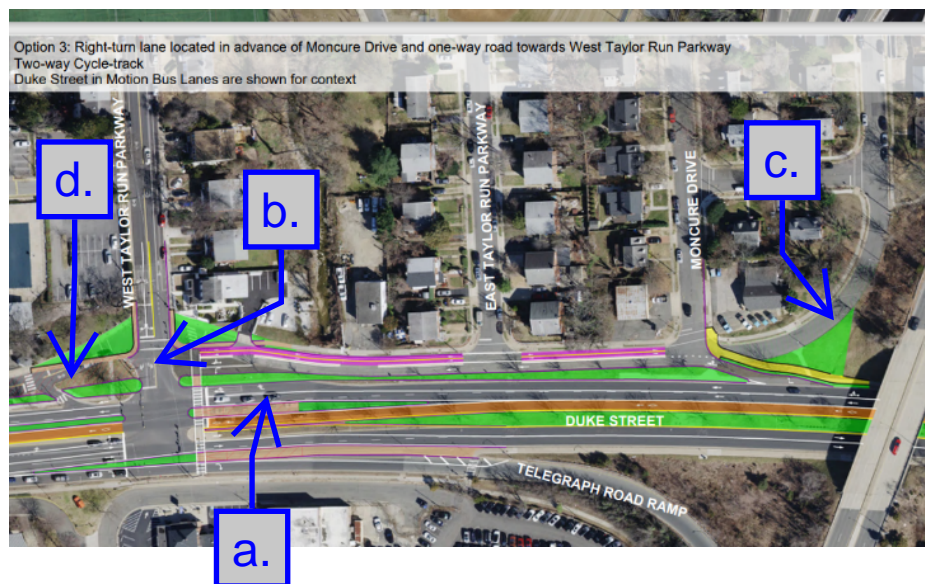
I'm writing this letter to raise my concerns about the current design for the WTRP and Duke Street Intersection. This project has been under design for as long as I can remember. In recent months, the project has had design direction based on information that is confusing, sloppy, and/or inaccurate.

I know your time is limited, so I'm just going to point out the facts.

There never has been a real effort to engage the public or the Taylor Run Citizen Association (TRCA). Any engagement with TRCA can be described as short phone calls between the TRCA president and the city project manager without addressing the concerns of the community. The last public meeting was held on 12/14/23. However, the meeting was set up hastily after the previously scheduled meeting (scheduled for 12/7/23) was cancelled. A virtual pre-meeting with TRCA members was held on 12/11/23 - three days prior to the in-person December meeting. What changes to the design could realistically be made in three days? Participants at the virtual meeting did not even have time to ask questions due to time constraints. In addition, the 12/7/23 meeting (later rescheduled to 12/14/23) was announced on Thanksgiving week. Scheduling and rescheduling meetings right before Christmas, reluctantly having virtual pre-meetings, and limiting interaction to short phone calls? I think we can do better.

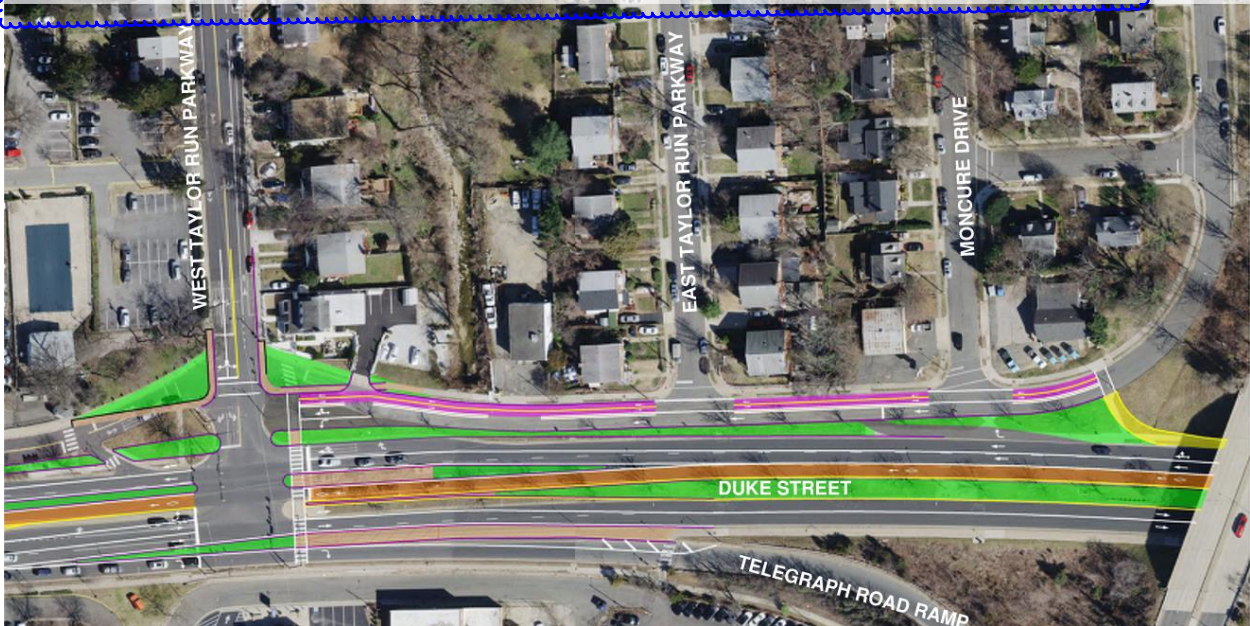
Supposedly there was a poll held for five options (1, 2, 3, 3A, and 4) in which three of the five options were removed from consideration. Residents were asked to vote on a preferred option based on renderings which had clear mistakes. To point out some of these mistakes, let me describe Option 3 below:

- a. Pavement markings on Duke Street are wrong.
- b. Pavement markings on WTRP are wrong.
- c. Roadway closure on Hilton Street is not clear.
- d. Design work west of WTRP is not shown.

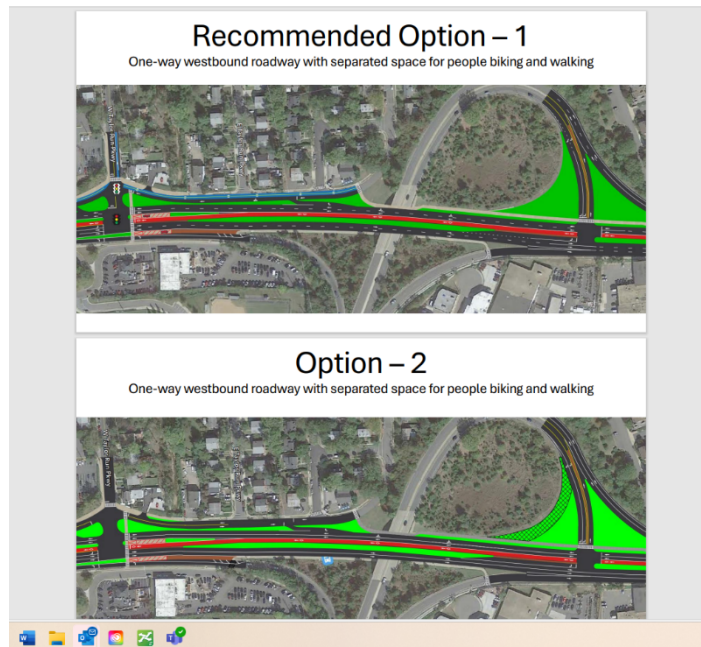


All exhibits had similar mistakes and created confusion. People selected options based on wrong information. I would argue the results are therefore invalid. The city staff presented two options to the Traffic & Parking Board in May 2024. The Traffic & Parking Board directed the city to proceed with Option 2 – the conversion of a two-way service lane to a one-way service lane with dedicated bicycle facility. Based on the previous five options presented to the public, one would assume that approved option would be the one below:

Option 2: Right-turn lane located in advance of East Taylor Run Parkway and one-way road towards West Taylor Run Parkway  
Two-way Cycle-track  
Duke Street in Motion Bus Lanes are shown for context



Yet when one looks for information of the project on the city website, the options have switched. Option 1 is now Option 2, and Option 2 is Option 1. The new version of Option 2 (the one converting the service lane to a one-way with a dedicated bicycle facility) is dramatically different from what has been shown to the public. These changes are small. They are not significant to the untrained eye, but these design changes will make the intersection a catastrophic failure. The westbound service lane has changed



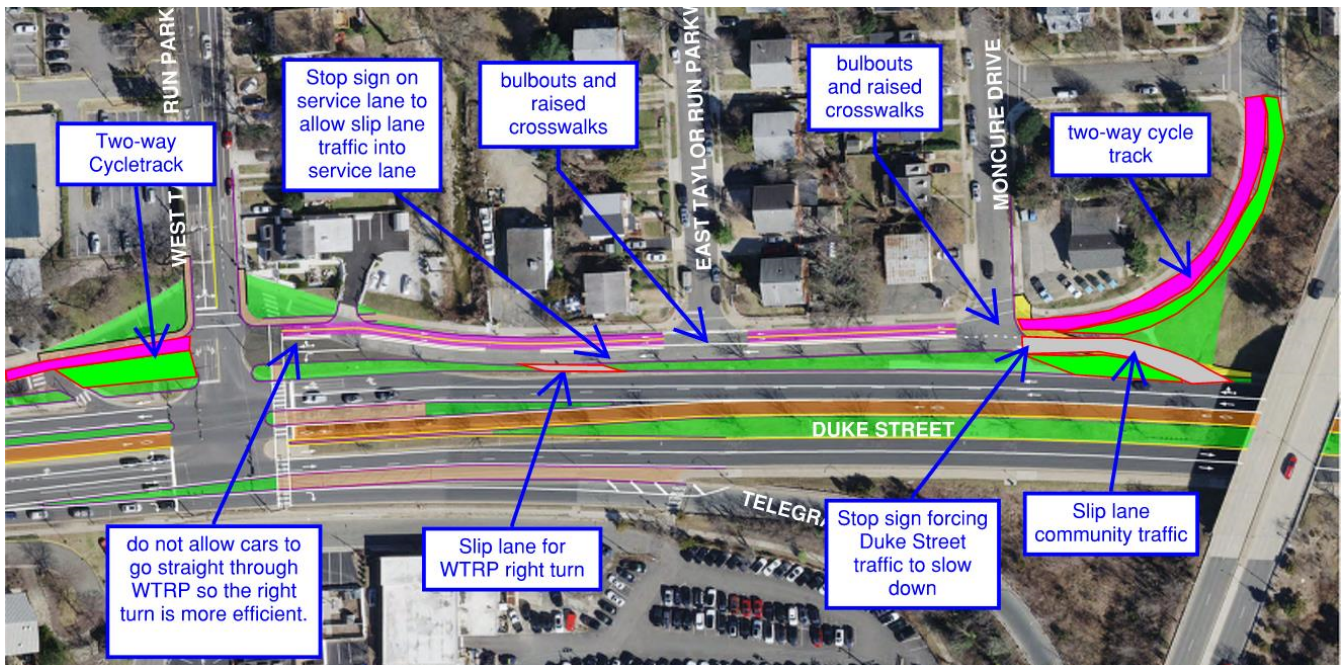


from a two-lane approach to only one-lane approach. Previously, we had a dedicated left turn and a thru-right turn lane. Under the new design, the movements and stops are the same as today. The only difference is the number of cars increases because the service lane now also carries the Duke Street traffic turning right on to WTRP thanks to the new slip lane. The queue for the right turn on to WTRP will dramatically get longer. It does not take a genius to figure out that cars will take ETRP as a short cut to avoid WTRP. Our community has pointed this flaw out in previous schemes. ETRP is simply too narrow, with too many driveways, and cars parked on both sides to take traffic intended for larger streets.

I have no opinion on whether the service lane is converted into a one-way or not. My biggest concern has always been safety and efficiency. This is a multigenerational street. Kids ride their bikes and play catch on the street, elderly get their much-needed walks on ETRP's sidewalks, and families meet each other on casual strolls day and night. It's this way because the street is a quiet, densely populated, narrow local street. Five years ago, we resolved the thru-traffic congestion problems together. Our street resembled a parking lot during the afternoon rush hour. The turning restrictions have been a great success. We solved the problem by working together. Let's do it again.

If the design is allowed to proceed as shown, the outcome will be disastrous.

I suggest you reconsider the options dismissed earlier. For example, a combination of Options 3 and 4 has potential. It would convert the two-way service lane into one-way with a dedicated bicycle facility, maintain two westbound lanes approaching the intersection, resolve the intersection congestion problem by preventing traffic on to the service lane beyond WTRP, and provide efficient access to the community.



I could not imagine a slip lane would be the answer when this project started. Now, I think two slip lanes are the best option.

Duke Street right turns to WTRP would get access to the service lane via a slip lane between ETRP and WTRP and not have to queue at the intersection with residential traffic. In fact, there could be a right on red further reducing the queue. Residents will have direct access to the community via another slip lane at Hilton Street. Hilton would now be closed allowing the two-way cycle track to extend even further. The cycle-track and additional traffic calming devices at ETRP and Moncure intersections, as well as an efficient right turn WTRP intersection would discourage thru-traffic cars from entering our community.

Thank you for your time and consideration.

Oliver Boehm

49 ETRP

**From:** [Peter Whelan](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Public comment - Construction of median at Russell Road and West Cedar Street  
**Date:** Tuesday, September 17, 2024 3:22:14 PM

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To the Traffic and Parking Board,

I write to request that the Board consider constructing a median in the center lane of southbound Russell Road at the intersection of West Cedar Street.

There is an existing median in the center lane just north of that intersection. A corresponding median should be constructed just south of the intersection.

As you know, there is a No Left Turn prohibition from West Cedar Street to Southbound Russell Road. However, that prohibition is frequently ignored because the middle lane of Southbound Russell (which becomes the left turn lane at King St.) is wide open and available for cars to turn left onto from West Cedar.

Many of these cars then attempt a last-second merge into the right lane of Southbound Russell Road to continue through the King Street intersection onto Callahan.

Construction of this median will discourage these improper left turns from West Cedar during the restricted hours, while still allowing for safe left turns at other times.

If such a median has already been considered and rejected by this Board, I urge you to reconsider. At minimum, traffic barrels could be placed at this location to determine the effectiveness of a median in discouraging illegal left turns.

Thanks for your consideration.

Pete Whelan  
205 East Spring St.

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**From:** [Tom VanAntwerp](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Comments on daylighting administrative procedure, docket item 8 for TPB meeting on 9/23/2024  
**Date:** Tuesday, September 17, 2024 10:24:15 AM

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Hello Sheila! I've written the following letter to the Traffic and Parking Board regarding the requested changes to the daylighting administrative procedure to be discussed as docket item 8 on 9/23/2024. I'd appreciate it if these comments were provided to the Board and added to the record.

Thanks!  
Tom VanAntwerp

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Members of the Traffic and Parking Board,

I'm writing to comment on the proposed daylighting administrative procedure.

I'm an enthusiastic advocate for increased daylighting in Alexandria. As a pedestrian, I have nearly been hit by cars in my neighborhood several times—and poor visibility due to street parking was often to blame. I would absolutely love more daylighting on Alexandria's streets.

That said, this proposed procedure will not help to do that. It fails to make it easier for citizens to request additional daylighting.

The requirement to submit a petition of support from abutting property owners is extremely onerous on ordinary citizens who want to request daylighting. It gives veto power to property owners who may value a convenient parking space over the safety of pedestrians passing through the neighborhood. This creates a systemic bias in favor of property owners and against pedestrians.

Collection of supporting signatures effectively requires anyone requesting daylighting at multiple dangerous intersections to become a political activist, canvassing their entire neighborhood for support. To properly submit all of the requests I would like to see implemented, I'd be knocking on so many doors that I might as well announce my candidacy for city council!

I request that the Traffic and Parking Board reject this proposed petitioning system, and instead ask city staff to use the existing Alex311 system for submission of requests for daylighting. The Alex311 app is a very easy to use interface between citizens and staff. I've used it successfully dozens of times to request maintenance and improvements to my neighborhood. It would be much easier for citizens to request daylighting this way than through submission of a paper form and collection of signatures.



And I ask that all submitted requests for daylighting which meet at least one of the eligibility criteria be added to a work queue and prioritized by staff according to factors like: level of citizen support, history of crashes and injuries at the location, and how many eligibility criteria were met by the request. Collection of signatures should never be required.

Thank you for your concern for the safety of pedestrians at Alexandria's intersections. I hope you will strongly consider making the daylighting processes easier—for both citizens and staff—than either what is currently implemented or what is being proposed.

Tom VanAntwerp  
Resident, Del Ray  
Alexandria, VA

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**From:** [Asa Orrin-Brown](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Traffic and Parking Board  
**Date:** Wednesday, September 18, 2024 6:29:45 PM

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Hi Sheila,

I would like to submit the following comment to the board members for Monday's meeting. I have also signed up to attend via zoom and would like to make a comment regarding daylighting.

Best,  
Asa

Dear Traffic and Parking Board Members,

I am writing in support of the requested expanded authority for T&ES to address daylighting needs throughout the City. The current process is unnecessarily burdensome and slow for a safety need that is so vital. Current 22% of the pedestrians hit and injured in the city are hit at stop sign intersections. Alexandria has no uniform daylighting at stop signs, unlike Fairfax County and DC that have statutory no parking zones protecting 20-25 feet. Daylighting at intersections is also supported by the guidance from the American Association of State Highway and Transportation Officials, and the Department of Transportation Manual on Uniform Traffic Control Devices. If the State and Federal authorities on road design and intersections both say we should daylight our intersections, it seems clear that we should streamline the process for daylighting our intersections so that it can happen as quickly as possible.

Because daylighting updates throughout the city are necessary to stay within transportation design best practices, I think it is important not to bog down the process with more community input than is absolutely necessary. I think that you should strike the requirement for signatures from all adjacent land owners. We all know there are some individuals who value free private parking over community safety, but this is on public right of way not private property. Why should adjacent landowners be treated like they own the road adjacent to their property? Convincing 100% of the adjacent land owners is an unreasonable burden, and would effectively kill this expanded authority, making it no more effective than the current process. Actually it would be worse than the current request process where a resident only needs signatures from a substantial number of residents near the proposed project. I have submitted or helped with submission of 3 separate requests so far, and it takes hours of knocking on doors as well as weeks of following up with city staff so that your request doesn't fall between the cracks. We need to make this process more efficient, not slower.

On the other hand I think it is imperative that this expanded authority is not derailed by every individual who wants to maintain free parking at the expense of public safety. I think that the burden to appeal this process should be significant, requiring the signatures of 75% of adjacent landowners before the matter is appealed to the Traffic and Parking Board. T&ES has already set out stringent requirements where at least two prerequisites have to be

met before they will consider a site. Any one of these prerequisites is enough that the site ought to be considered for daylighting, so the fact that two are needed along with review and consideration by T&ES staff including careful measurements of the geometry of the intersection and measurements of sight lines, means that it is impossible for daylighting requests solely out of spite or malice to advance. Therefore it should require a near unanimous outcry against the safety improvement to trigger a review. Especially since every appeal costs the taxpayers money in the form of time and wages for T&ES staff, as well as taking volunteered time and energy by you, the members of the T&PB, and lost opportunity on other projects that can't move forward because of staff time being required for the appeal.

We have thousands of stop sign intersections in our city without daylighting, hundreds of them will qualify for this program. It is imperative that improvements can be made efficiently using best practices in design if we want to have any hope of reaching our vision zero goals, and eliminating the 22% of pedestrian injuries that are happening from crashes at these intersections. Please find a thoughtful way of advancing this authority to make our city safer.

Thank you for your service, time and consideration,

Asa Orrin-Brown

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September 18, 2024

To: City of Alexandria Traffic and Parking Board  
%: [Sheila McGraw](#)  
RE: Docket Item #8: Daylighting Administrative Procedure

The Del Ray Citizens Association is excited to see the city focus on streamlining the daylighting process. The docket correctly notes that the DRCA has been vocal around the issue of daylighting, and anything that makes that process easier for city staff we see as a positive change. We have seen a concerning increase in accidents and near misses along Mount Vernon Avenue in particular, and in fact [NoVA Families for Safe Streets just named it one of the 5 most dangerous streets in the city](#), highlighting three separate frequently-reported trouble spots. In reviewing this proposal, we believe a number of intersections along the avenue and elsewhere in Del Ray would potentially qualify for daylighting using this criteria, which would give us a welcome tool in making all modes of transportation safer here.

All of that said, the design of the current petition process (most importantly its unanimous support of fronting neighbors requirement) would likely prevent this tool from being used in Del Ray. The following are our\* concerns with the proposal as written:

1. Most critically, this process as designed requires “signatures of support from ALL property owners and tenants directly fronted by the requested zone,” which functionally grants any single abutting property owner veto power over a proposed project. This unacceptably prioritizes their voices over those of any other city residents who also use these spaces. We would urge you to approach this process from the frame that these spaces belong to the city to use for the public good, versus starting from the presumption that any individual landowner or tenant has special power over them. In that paradigm, prioritizing unanimous support from property owners and tenants is not appropriate - they do not have any more or less right to this space than any other city resident.

A more appropriate use of petitions could be as an *optional* step in the process aimed at demonstrating broad public support - not as a requirement. Project sponsors could collect signatures from pedestrians or neighbors to demonstrate strong support, or submit letters from civic associations, community groups, PTAs or school stakeholders, etc. to similarly demonstrate public demand for the reprioritization of parking into public safety uses. Perhaps strong evidence of public support could also factor into the prioritization process. But to the extent that the support or opposition of fronting neighbors needs to be quantified as a part of this process, that work is most appropriately done by the city directly.







BRINGING NEIGHBORS TOGETHER

2. The proposal does not provide prioritization criteria and this should be added. We assume it would somehow quantify the criteria, perhaps balanced with costs. We would encourage you to consider adding some measure of existing pedestrian volume as you consider that prioritization, which would allow you to prioritize projects that would immediately impact more pedestrians.
3. The disposition after staff evaluation of a project should have three potential statuses: (1) Approved and prioritized for this year, (2) Approved and queued for future prioritization, (3) Denied/does not meet criteria. This change would make it clear that if a project meets the criteria but is not prioritized, the Project Champion does not need to repeat the work in the future to be considered.
4. We would like to see "Public Squares" added to the list of public amenities "schools, recreation/community centers, libraries, parks (within 750 feet)" - this would allow for increased prioritization of sites that regularly host events aimed at pedestrians and are not clearly included under the current definition (e.g. Pat Miller Square, Market Square).
5. The proposal does not discuss how the daylighting will be accomplished, it only lists things that cannot work such as adding signage. In this context, it remains unclear to us how citizens who don't know today about a 20 foot daylighting zone that already exists would suddenly become aware of a new 40 or 60 foot daylighting zone. The proposal should speak to this by describing the potential methods used by city staff.

Again, we appreciate the effort here, as well as the continued focus on increasing daylighting in Del Ray and Alexandria as a whole. We are hopeful that with some changes, this proposal could become a valuable tool in moving the city's Vision Zero goals forward and making Alexandria a safer place to walk, bike, and drive.

\*A note regarding "our" concerns - We had less than a week between the proposal being provided and your public meeting to consider it. As such, this letter has been unanimously approved by the DRCA's Traffic Calming Committee and Executive Board, but could not be provided for a full membership vote. This is a frustrating pattern on Traffic and Parking Board issues - we would appreciate having appropriate time to consider issues with our full membership in the future.

Sincerely,

Tim Laderach, DRCA President

Leanna Saler, DRCA Traffic Calming Committee Chair





Dear Members of the Traffic and Parking Board,

The Bicycle and Pedestrian Advisory Committee (BPAC) supports Docket item 8 which would allow Transportation and Environmental Services (T&ES) staff to more quickly fix daylighting issues via administrative procedure. Daylighting allows people who walk, ride a bike or drive to see or be seen, reducing crashes to achieve Vision Zero. While BPAC appreciates the Board's past assistance in addressing daylighting issues, the current process requires a substantial amount of work by residents and staff and is not scalable to accommodate the high demand for daylighting.

Staff's proposal has thoughtful criteria which will help address daylighting. We suggest prioritizing locations that meet more than two criteria. When streets are repaved or during other major street projects, we request that staff implement this administrative procedure by default.

At a recent Board meeting, it was discussed that previously expanded authorities had too many hurdles and were ineffective at reducing staff and resident time and effort to use them. Unfortunately, staff's proposal that all abutting private property owners or tenants must consent to daylighting will do exactly that and is unworkable for the following reasons:

1. Not all property owners can give consent. For example, some homeowners associations lack the authority to weigh in on city projects.
2. Some property owners or homeowners associations may be unresponsive or unreachable.
3. It reinforces the myth that residents "own" the public parking space in front of their home when in fact, it is public right of way.
4. Historically underserved neighborhoods are less likely to have time or even speak the language to obtain signatures from abutting residents.
5. Some property owners will not speak to project champions on the basis of their religion.
6. Some residents are against anything the city proposes.
7. Requiring 100% of abutting residents to sign a petition is inconsistent with the 50% signature threshold required to establish a new permit parking district or modify an existing one. Sidewalk requests must obtain a 51% signature threshold.
8. Daylighting impacts more than just the adjacent residents, it impacts people who walk, ride bicycles or drive through that intersection. The 100% support requirement omits their input in the process.
9. What other city programs require 100% approval from all abutting residents to implement a project entirely on public right of way?

We anticipate this demand for this program will grow quickly. For example, we have identified more than 100 uncontrolled crosswalks alone that likely do not meet staff's proposed sight distance criteria. Therefore, we suggest that the Board consider recommending that the Director of T&ES request additional funding for this program. Additional funding would allow materials other than paint and signage such as bollards, planters or bike racks to deter illegal parking.



Those materials will also mitigate the unintended consequences that staff have identified. We also recommend that a new staff person be hired to implement this program and address other outstanding needs of the Complete Streets program in the upcoming budget cycle.

We appreciate your efforts in making our city a safer place to walk and ride a bike and thank you for your consideration of this docket item.

Sincerely,

Ken Notis,  
Chair  
Bicycle and Pedestrian Advisory Committee

September 21, 2024



Dear Members of the Traffic and Parking Board,

We in Grassroots Alexandria are writing to support simpler procedures for daylighting intersections (Docket item 8). Intersections are important public spaces where public safety should routinely be given a higher priority than car-parking.

At a time when pedestrian fatalities are increasing nationwide, there is an urgent need for a much more efficient process for improving intersection safety.

To ensure that the process is equitable, we must center the needs of the public. The process should not require the effort of a neighborhood champion who is willing to contact nearby property owners and obtain their buy-in. That would impose a hurdle that is much too high for non-English speaking residents, or those who work multiple jobs in order to afford to live in Alexandria. Rather, staff should retain responsibility for community outreach to make people aware of a proposed change to allocation of public space.

We note that the proposed change includes several very clear criteria for daylighting eligibility. If a proposed change meets two of the specified criteria, we feel that city staff should be able to approve the change without a public hearing. Rather than requiring a specified level of public support for the issue to be heard by the Board, the policy could include a provision for instances where substantial opposition is absent, after community notification and outreach.

Intersections are public spaces over which no individual or group should be able to exercise a veto. We should instead make the best use of that space for the common good. Specifically, no property owner or tenant in an adjacent property should have a bigger voice for daylighting than a person who takes a bus, walks, bikes or drives a motor vehicle at or through that intersection.

We thank you for your time and attention.

Sincerely,

Jonathan Krall

Grassroots Alexandria Transportation Equity team co-leader



September 23, 2024

Chairman Lewis and members of the Traffic and Parking Board,

I support updating the city's intersection daylighting process to be more efficient for both staff and residents (Docket item #8), with modifications to remove inequities in the staff-proposed process. Specifically,

- **Delete references to and requirements for a "Project champion"**. Providing safe intersections is inherently a governmental function and should not be dependent on a non-government "Project champion". Additionally, requiring a "Project champion" is inequitable, since many residents may have neither the time nor ability to serve in that capacity.
- **Remove references to and requirements for the consent of property owners or tenants**. As proposed, the updated policy would inequitably confer more rights to property owners and tenants than those who walk, bike, use transit or drive through the intersection. If any group should have a greater voice, it is vulnerable road users.
- **Remove requirements for project support**. Meeting two of the proposed criteria is sufficient for staff administrative approval without a hearing. That said, staff should consider referring the matter to the Board for a hearing if there is substantial opposition after community outreach has been conducted.
- **Add community outreach as a staff responsibility; outreach should reach all types of uses of the intersection and public space not just a subset.**

Thank you for your consideration and approval of an updated **and equitable process** for safer intersections in Alexandria.

Respectfully,

*Jim Durham*  
Jim Durham

*622 Fort Williams Pkwy  
Alexandria, VA 22304*