

# ~~SAFE~~ SAVE BRADDOCK ROAD



## **Opponents claim: Braddock Road is already safe.**

**17 crashes and 8 injuries** from 2019–2023 is not safe. A pedestrian was killed in 2015. Drivers average **31–32 MPH in a 25 zone**. VDOT named the whole corridor a safety priority.



## **Opponents claim: Nobody bikes here.**

Of course not — **when a road feels too dangerous to bike on, people don't bike on it!** The absence of cyclists means this isn't a safe place to bike today — it's not proof we shouldn't fix it.



## **Opponents claim: This will cause gridlock.**

The city's traffic models show **no significant increase in vehicle delay** with this project. Signal retiming — overdue for decades in this area — will keep traffic moving.



## **Opponents claim: We'll lose needed parking.**

Nearly every home on Braddock has off-street parking, and peak weekday use is just **28 of 105 spaces**, with over 300 more spaces within 2 blocks. City staff worked directly with impacted homeowners, as well as with the churches, to find solutions.



## **Opponents claim: This hurts accessibility.**

Protected lanes aren't just for bikes — they're used by **mobility scooters, electric wheelchairs, and devices that struggle on uneven sidewalks**. Giving everyone on wheels their own safe space leaves the sidewalk free for pedestrians.



## **Opponents claim: Residents weren't consulted.**

The project went through **well over a year of public process** including community meetings, a formal comment period, and a Traffic & Parking Board hearing where **more than half of 66 speakers supported the project**.

This project would shorten dangerous crosswalks near GW Middle School and Braddock Metro, calm speeding traffic, and close a critical gap in Alexandria's bicycle network — all without impeding vehicle travel. Braddock Road is one of our most important east–west corridors — **let's make it safe for everybody.**

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BRADDOCK ROAD TO WORK FOR EVERYONE.**

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