

Concept 3



**THE SAFE ALTERNATIVE FOR OUR
NEIGHBORHOOD**

5-15-14

submitted
by Lisa Beyer
Scanlon

Mission



Enhance the character of our stretch of King Street to
create a residential environment that is friendly to
pedestrians, bicyclists, motorists and neighbors so that
everyone can travel to where they want...
conveniently & safely

Goals

WALK.
BIKE.
RIDE.



CREATE A RESIDENTIAL ATMOSPHERE
IMPROVE PEDESTRIAN SAFETY
BECOME A BIKE-FRIENDLY NEIGHBORHOOD
PROVIDE SAFE ACCESS TO MASS TRANSIT
REDUCE SPEEDS
REDUCE CRIME

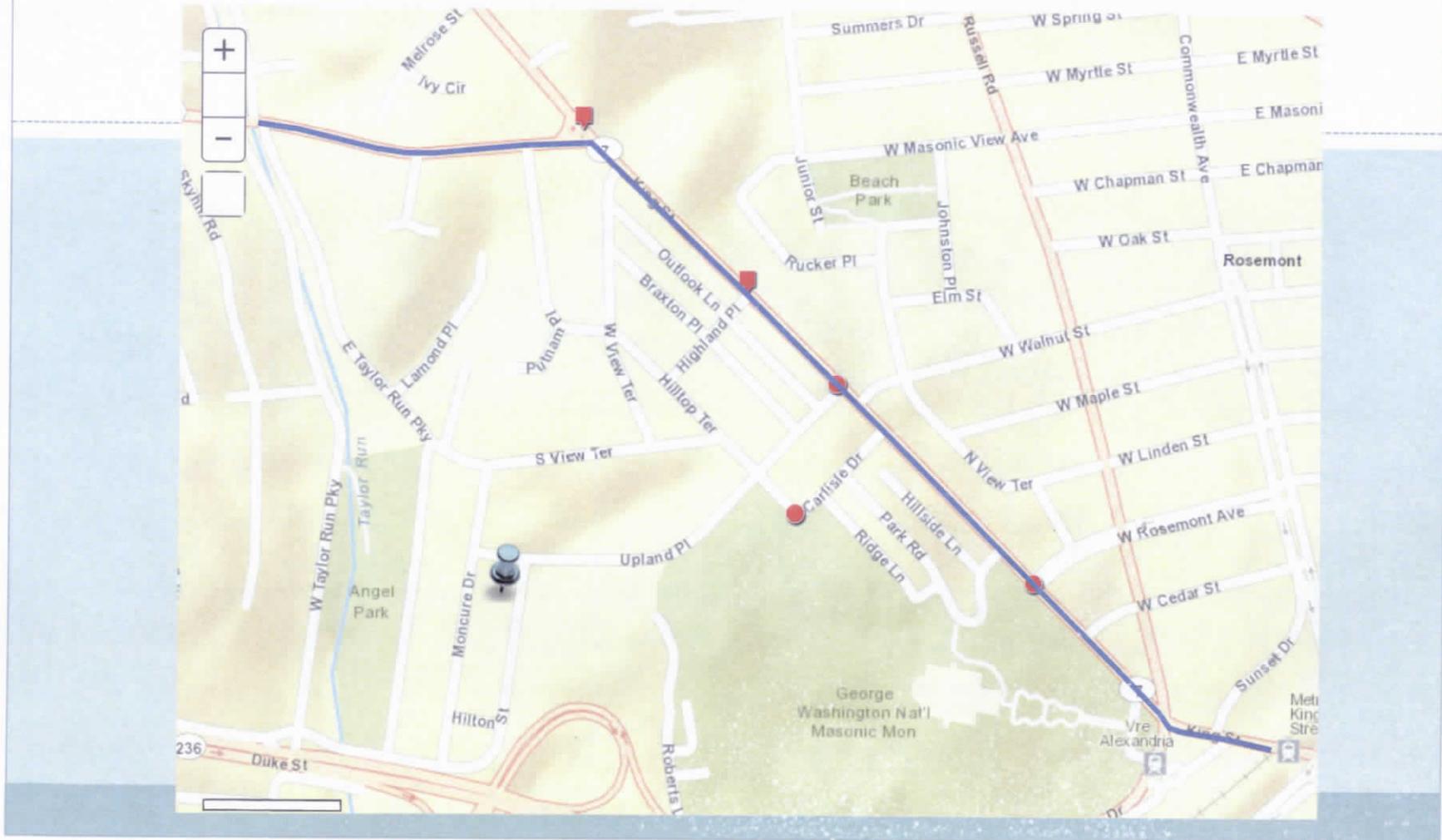


Who are We and What are We Doing?



- Residents of the neighborhoods surrounding King Street who believe that Alexandria deserves a better & safer plan than T&ES's Concept 2
- Transforming the dynamics along our stretch of King Street so that we can become the residential neighborhood we should be
- We have been directed by the Traffic & Parking Board (T&PB) to come up with a better, safer plan and present it to City Council

Where are we talking about?



What does our neighborhood look like today?



- Gateway to Old Town Alexandria
- Traffic transitions from 4 lanes down to 2 lanes (total: 30 feet wide)
- Residential neighborhood with a high-speed arterial road running through it
- 13,000+ motorists passing through daily, including cars and:
 - tractor-trailers • fire trucks • shuttle vans • police vehicles
 - school buses • tour buses • ambulances • bus routes • thru- traffic trucks
- Traffic at a stand-still during morning and evening rush-hours
- “Average” speed: 34 mph Westbound
 36 mph Eastbound
- Posted speed: 25 mph both directions

What does our street look like now?



Morning Rush Hour



Empty Street
with Speeders



Evening Rush Hour

Traffic Calming



Psychological Devices

- “Welcome to Historic Alexandria. Please Drive Carefully” sign placed on the island at the Janney’s Lane/King Street intersection
- Increased Parking
(Parked Cars=Residential Areas)
Drivers slow down in residential areas
- Create a streetscape that echoes our residential goals
- Prepare drivers to go from 4 lanes down to 2



Traffic Calming

Physical Devices

- Properly space stop signs and traffic lights for safer and more predictable traffic:
 - ✦ Stop sign or traffic light at Upland & King (cut-thru from Duke)
 - ✦ Currently there is more than 1/2 mile without stop sign or light
- “Your Speed Is:” boards (one Eastbound, one Westbound)
- Additional 25 mph speed signs along the route
- Added police patrol and enforcement of speeding and red light runners
- Eliminate trucks as “thru-traffic”



Traffic Calming



Increase parking

- Parking= a safe, non-human buffer
 - ✦ Concept 2 removes parking: the SAFEST feature of King St.
 - ✦ Remove the "residents only" permitted parking on King St.
 - ✦ Metro commuters would fill these spots all day
 - ✦ Some commuter vehicles will come off of the side streets

- Vs. Bike Lane Buffer
 - ✦ Empty bike lanes look like a wide-open road
 - ✦ Human buffers are inherently UNSafe
 - ✦ Cars vie for the bike lane as an extra driving lane (Janney's)

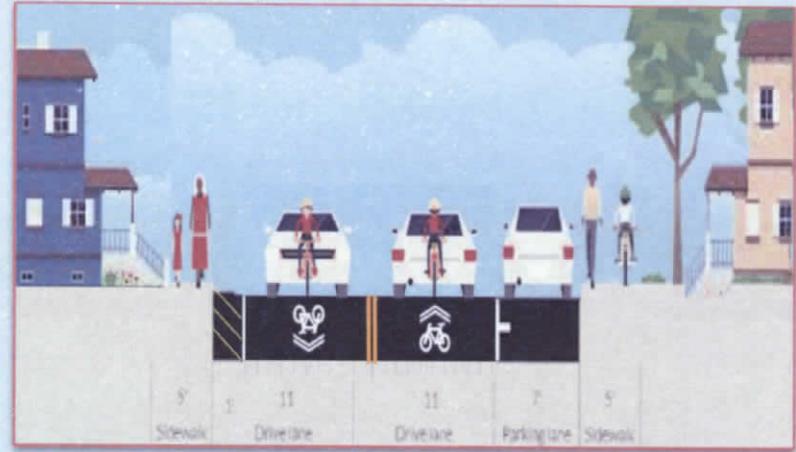
Pedestrian Safety



King Street (Planned)

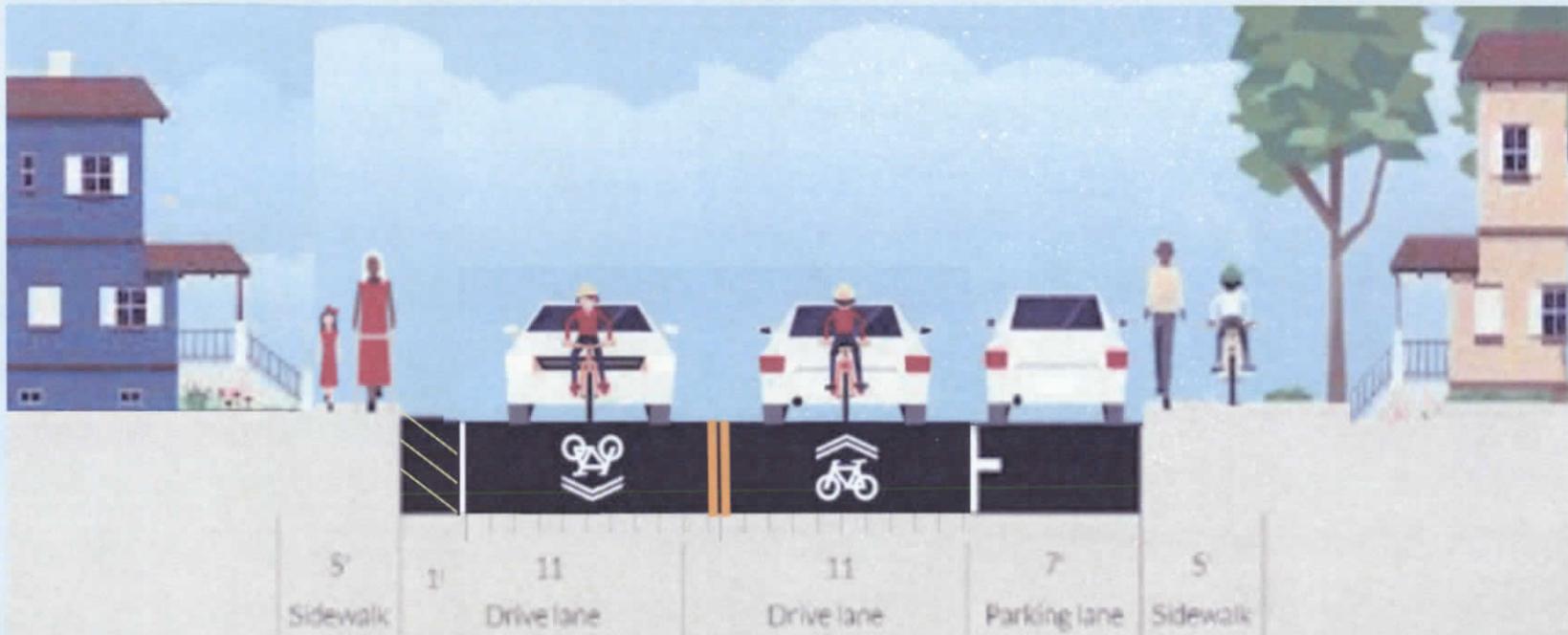


T&ES' Plan
Concept 2



Improved King Street
Concept 3

Concept 3



1' Buffer 11' Eastbound Sharrow 11' Westbound Sharrow 7' Parking

Bike Safety



Sharrows on King Street

- There will always be bikers who choose King Street
- Sharrows are for streets that are too narrow for dedicated bike lanes
- Make King Street as safe as possible for bicyclists
- Sharrow chevrons encourage a safer environment by:
 - ✦ Alerting motorists that bikes will be sharing the road
 - ✦ Assisting bicyclists with positioning in lanes
 - ✦ Reducing the incidence of wrong-way bicycling



Bike Safety



Superior Routes

- These routes already exist
- Need to inform our bikers and pedestrians
- Give bikers an alternative to sidewalks
- Rate Routes per their safety level
 - ✦ Eliminates “false sense of security”
 - ✦ EXPERT (◆◆)
 - For serious commuters
 - King Street
 - ✦ CASUAL (○○)
 - Safer, less stressful routes
 - Recreational, young or less-confident riders

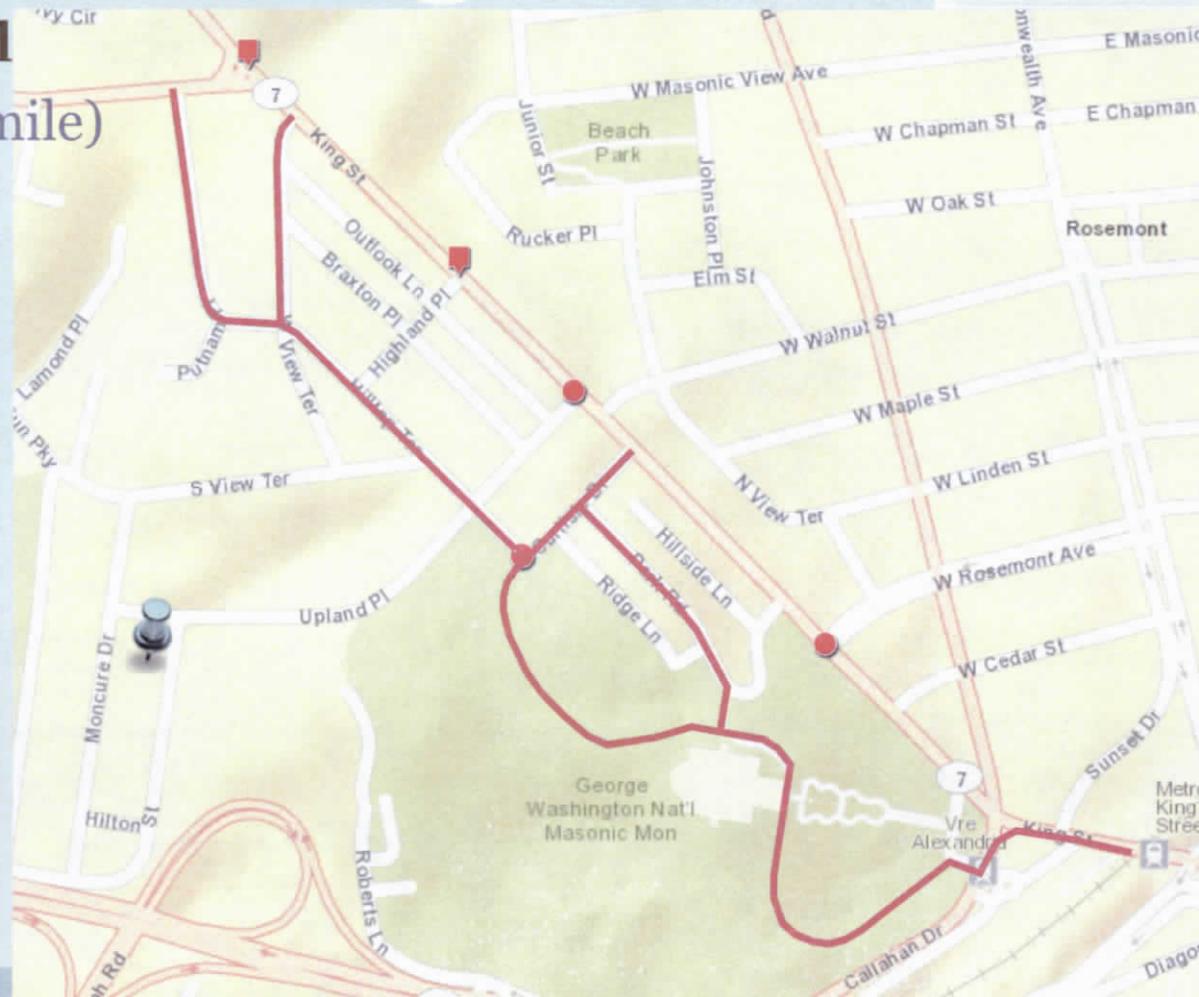


Bike Safety



Masonic Trail

1.0 mile (+0.2 mile)



Bike Safety



Masonic Trail

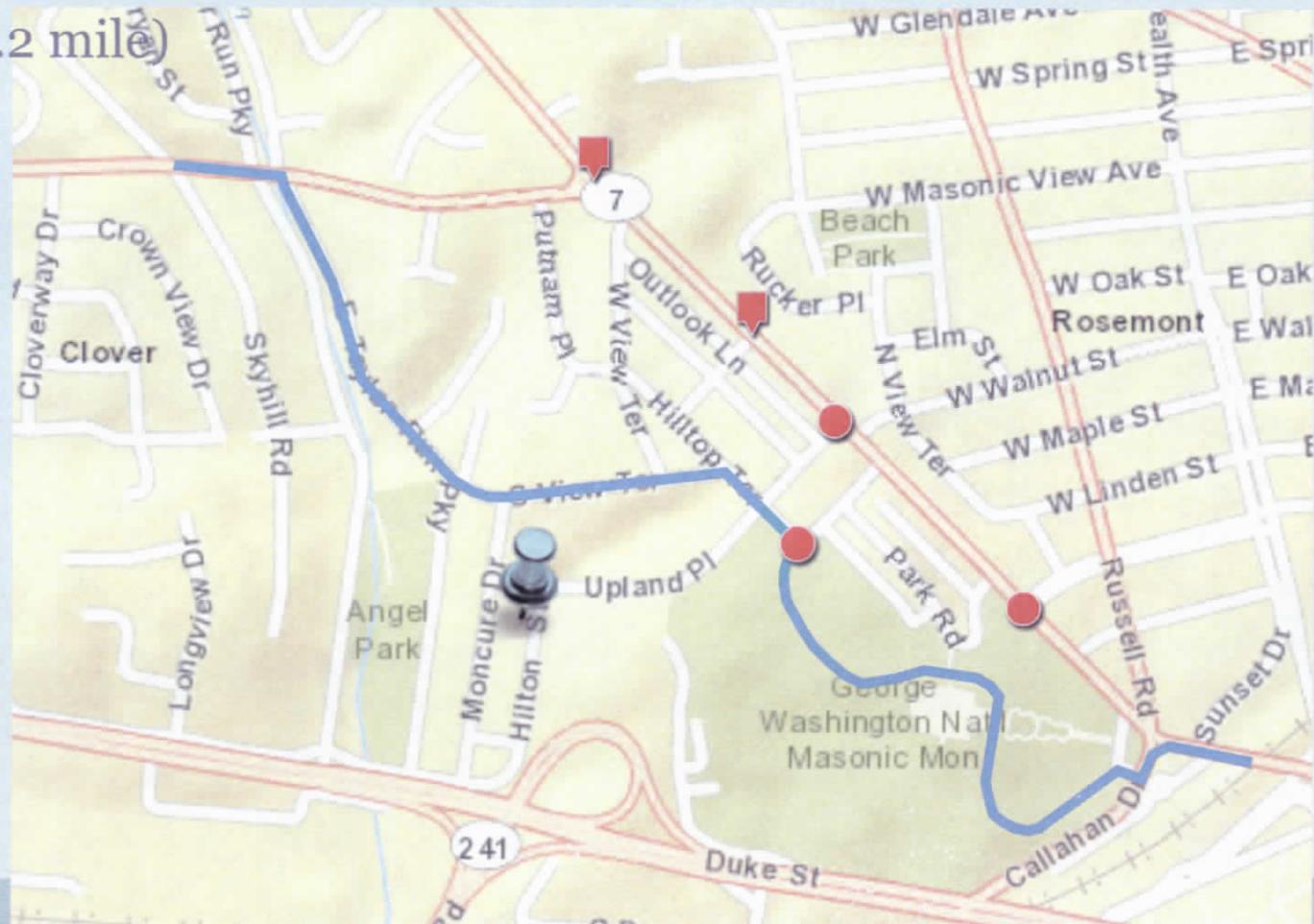
- Invitation for usage from Executive Director of GW Masonic Memorial, George Seghers, including improvements
 - Reconfigure existing pedestrian gate on Carlisle
 - Gates open year-round
 - Discuss of additional accommodations as they arise
- Masonic Trail is already approved by the City of Alexandria and is listed in the official city bike route map
- No vehicular traffic on the west side of Masonic Temple and minimal traffic on east side
- Police use parking lot of Masonic Temple as a meeting site
- Multiple entrances and exits
- Brings you past part of the dangerous King/Russell intersection

Bike Safety



East Taylor Run Route

1.2 mile (+0.2 mile)



Bike Safety



East Taylor Run Route

- Janney's Lane to East Taylor Run which turns into Southview Terrace. It then runs into Hilltop where you can enter the Masonic Trail

- Or they can cross King street at the proposed crosswalk onto Rosemont and continue to the Commonwealth Avenue bike lane, ending at King Street Metro.
 - ✦ This path is perfect for riders traveling north on Janney's Lane, as there is no need to bike all the way to King Street
 - ✦ Very little traffic through the neighborhood

Bike Safety



Walnut Street path
0.8 miles (+0.2 mile)



Bike Safety



Walnut Street path

Putnam to Hilltop, left on Upland. Cross King Street to Walnut, Right onto the bike lanes on Commonwealth Avenue. Trail ends at the King Street Metro.

- ✦ This path is designed for saving time during rush hour when traffic is at a standstill heading down the hill
- ✦ Street is already shut down to vehicular traffic entering from King St
- ✦ Allows bikers to avoid the dangerous intersection at King & Callahan
- ✦ Does have a steep section, but only 1 block
 - Can easily be used for downhill trips
 - The steepest block of the street is closed to vehicular traffic, providing a safe place to walk bike or go slower

Bike Safety

Park Road Shortcut

○ 1.0 mile (+0.2 mile)



Bike Safety



Park Road Shortcut

Janney's Lane to Putnam Place, turns into Hilltop Terr. Hilltop dead-ends at Carlisle. Left onto Carlisle, right onto Park Road.

Bikers can choose to enter the Masonic Trail or they can cross King at the proposed crosswalk onto Rosemont and link up with the Commonwealth Avenue bike lane, ending at King Street Metro.

- ✦ This path is designed for saving time during rush hour when traffic is at a standstill heading down the hill
- ✦ This would give bikers an alternative to the sidewalk during rush hour, which improves pedestrian safety as well
- ✦ This path also provides another entrance to the Masonic Trail through the side gate

Pedestrian Safety



Street Improvements

- Narrow the driving lanes from 11.5 feet to 11 feet
- Create a 1 foot buffer on the south side of King to protect pedestrians on sidewalk
- Parked cars serve as a pedestrian buffer on the north side
- Paint florescent yellow line on right edge of street delineating end of road versus beginning of sidewalk
- 1' grass buffer or something to indicate no driving allowed
- Almost identical to Concept 2's plan for the 2500 block of King Street.



Pedestrian Safety



Crosswalks

- Flashing crosswalk sign at Rosemont
- Flashing crosswalk sign at Upland
- Countdown clock added to crosswalk currently in place at Highland and King
- Countdown clock at the East/Westbound crosswalks at Janney's and King
- Add a crosswalk to the Masonic driveway entrance onto King Street



Masonic Driveway



Janney's & King



Pedestrian Safety



Making Our Neighborhood Streets a Safe Place to Walk

- Remove all obstacles in the sidewalks
- Enforcement of residential maintenance rules for greenery and snow
- Additional night street lighting (will also help deter crime)
- Work with Dominion to replace non-working street lights/bulbs
- Paint curbs/add reflectors
- Signs to let pedestrians know that bikers may be sharing the sidewalk
- More sidewalks added to the streets that empty onto King
- Ensure that sidewalks are wide enough for wheelchairs, pets strollers, etc.



Bike Safety

Bike-Friendly Community

- Our side-streets have low volume and low average speeds
- Mark with signs notifying motorists of bicycle presence
- Should include safe pedestrian and bicycle crossings and intersections
- Requires the addition of a stop signs at the intersection of Hilltop and Carlisle



Bike Safety

- Install of “Share the Road” signs
- Educate bikers and drivers on how to safely share the roads
- Add signs along the path notifying bikers that the route contains a steep hill or other impediments
- Add signs along King Street and Janney’s Lane directing bikers to routes and trails
- Improve safety through
 - Stop signs
 - “Share the Road”
 - Route signs & markers



Concept 3



Welcome to King Street: A Bike-Friendly Community

- Questions?
- Suggestions?

11
3-15-14

Jackie Henderson

From: suegunter96@gmail.com
Sent: Monday, March 17, 2014 5:01 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47881: Mayor, Vice Mayor City Council Just a quick thank you for the well-run

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47881.

Request Details:

- Name: Sue D Gunter
- Approximate Address: No Address Specified
- Phone Number: 703-549-2034
- Email: suegunter96@gmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Just a quick thank you for the well-run hearing on Saturday on the improvements to King Street. I wanted to share that on my walk home from the hearing, I stopped at La Fromagerie (1222 King Street) for a bite to eat. My waiter saw my "Complete Streets" button and told me every employee of that shop bikes to work and that his bike commute includes this stretch of King Street. He was eagerly awaiting the outcome of the hearing.
- Expected Response Date: Monday, March 24

Please take the necessary actions in responding, handling and/or updating this request at [the *Call.Click.Connect.* staff interface.](#)

If you need assistance with handling this request, please contact CommunityRelations@alexandriava.gov or call 703.746.HELP.

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11
3-15-14

Jackie Henderson

From: jrcolehound@yahoo.com
Sent: Monday, March 17, 2014 12:54 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47863: Mayor, Vice Mayor City Council Mayor Euille and City Council,As a f

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47863.

Request Details:

- Name: Randy Cole
- Approximate Address: No Address Specified
- Phone Number: 7038877126
- Email: jrcolehound@yahoo.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Mayor Euille and City Council,

As a former board member of the Taylor Run Citizen's Association thank you for providing me a forum to participate very vigorous and extensive discussion on the issue of bike lanes on King St. As you may know I was one of the 2 yes votes in the TRCA's initial 8 – 2 rejection of Concept 2. The wind-up and the after effects of that vote made me step away from the board, as I had no longer had a place to represent the minority opinion.

Thankfully, I was able to join BPAC and help this city move closer to future where a car is not needed for the simple errands of daily life getting –food, transpiration, services and socializing.

I know this decision put the residents of King Street in a very uncomfortable position. But it is my hope that with time for adjustment by all street users, the residents affected by this decision will turn into our city's greatest advocates for Complete Streets.

I'm 110% in support of Councilman Chapman's request that staff provide post installation data of vehicle speeds. I'm ready to help in any way possible to make your decision on King Street and the Complete Streets policy a success for all Alexandrians. Just let me know!

Rich Baier, Carrie, Hillary and Sandra were just amazing – in the most difficult times of this project – they performed brilliantly. They all deserve a medal for valor and bravery under fire.

Respectfully,

Randy Cole
Proud Alexandria Citizen

- Expected Response Date: Monday, March 24

Please take the necessary actions in responding, handling and/or updating this request at [the *Call.Click.Connect.* staff interface.](#)

If you need assistance with handling this request, please contact CommunityRelations@alexandriava.gov or call 703.746.HELP.

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11
3-15-14

Jackie Henderson

From: jjkingconsulting@gmail.com
Sent: Tuesday, March 18, 2014 8:41 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47907: Mayor, Vice Mayor City Council I have attached a letter concerning the

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47907.

Request Details:

- Name: Jerry King
- Approximate Address: No Address Specified
- Phone Number: 703-362-7673
- Email: jjkingconsulting@gmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: I have attached a letter concerning the King Street Traffic Calming Issue.
- Attachment: <http://request.alexandriava.gov/GeoReport/UploadedFile.ashx/docx/fa7dd088-541e-42f4-9bf0-70518753464e>
- Expected Response Date: Tuesday, March 25

Please take the necessary actions in responding, handling and/or updating this request at the [Call.Click.Connect. staff interface.](#)

If you need assistance with handling this request, please contact CommunityRelations@alexandriava.gov or call 703.746.HELP.

This is an automated email notification of a *Call.Click.Connect.* request. Please do not reply to this email.

Mayor Euille and City Council,

I am writing to you to thank you for your decision to proceed with the Traffic Calming project on King Street. We at Alexandria Bicycle and Pedestrian Advisory Committee applaud you and city staff for all the time and commitment you have put forth on this issue.

We look forward to working with City Staff and others in the community to help ensure that the expected safety benefits are realized. Improving safety is the primary objective.

We also want to commend Rich Baier, Sandra Marks, Carrie Sanders, Hillary Poole and others who worked on this project for their professionalism, expertise and commitment on this project. I trust that you are as proud of our City's T&ES Staff as we are. We continue to look forward to working with them to help make Alexandria more walkable and bikeable, including in areas such as education, as mentioned on Saturday.

Jerry King, Vice Chair, Alexandria Bicycle and Pedestrian Advisory Committee
[Website](#), [Google Group](#), [Facebook](#)

11
3-15-14
submitted by
Scott Binde

3/15/2014 - Docket #11 - King Street Redesign Plan

Scott Binde
1307 Queen Street

I am probably what you might call an experienced bicyclist. I commute year around by bicycle, I've bicycled across places such as Tunisia... but I would never consider bicycling on this section of King Street in its current configuration. It is just too dangerous.

The city's King Street plan would change that. Motor vehicles would be calmed; bicycles, pedestrians and cars would each have their own space... making movement for all predictable and safe... as data from multiple traffic studies have shown. But we need not rely only on theories; similar traffic calming and safety measures have been successfully implemented in many US jurisdictions, including Alexandria. The recent redesign of Slaters Lane is but one example.

You may recall that Slaters Lane used to have many of the same challenges that King Street has today. But when Slaters Lane was resurfaced, an underutilized eastbound travel lane was redesigned to provide a bike lane in each direction. Today, bicyclists travel safely in their own space without conflicts with pedestrians or cars, pedestrians have a buffer between themselves and motorists, and motor vehicle traffic has been calmed. A win, win, win situation. I know this because I now use it to commute every day on my bicycle. Previously I used Bashford Lane, as the old Slaters Lane was too dangerous. But even Bashford was a little messy. I had to comingle with cars, and once I got through the Washington Street intersection, I had to make an immediate left onto East Abingdon Drive against a stream of oncoming westbound traffic. The bike lanes on Slaters Lane has made my commute much safer and less stressful. The city's King Street redesign plan would provide a similar win, win, win situation.

It has been said that not many bicyclists ride on King Street. Well... I currently only drive through this corridor, but with the implementation of the city's plan I would be happy to use my bicycle when I need to travel down King Street... making one less car on the road. Many others will do the same.

Please do not delay implementation. We know this section of King Street is unsafe in its current configuration.

I look forward to a safer, calmer King Street with implementation of the city's plan.

11
3-15-14

Jackie Henderson

From: tocker@yahoo.com
Sent: Friday, March 14, 2014 5:09 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47804: Mayor, Vice Mayor City Council Mayor, Vice Mayor and City Council,I

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47804.

Request Details:

- Name: Tim Ockerman
- Approximate Address: No Address Specified
- Phone Number: 703-786-4153
- Email: tocker@yahoo.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Mayor, Vice Mayor and City Council,

I am urging you to reject option 2 to add bike lanes to King Street and request that you support option 3. This option will improve safety for pedestrians, cyclists and residents living along the streets of King Street and Janneys Lane.

Photos of the hazards that have surfaced after bike lanes were installed on Janneys Lane may be found on YouTube by searching Dangerous Road Alexandria. I am asking that you remove bike lanes from the portion of Janneys Lane from E Taylor Run to King Street in favor of two safer alternatives that are now favored by bicyclists in the area along East Taylor Run.

Thank you,
v/r, Tim Ockerman
515 Janneys Lane, Alexandria, VA 22302

- Attachment: <http://request.alexandriava.gov/GeoReport/UploadedFile.ashx/docx/8b424d23-07a8-4295-a012-7edd407285fe>
- Expected Response Date: Friday, March 21

Please take the necessary actions in responding, handling and/or updating this request at [the *Call.Click.Connect.* staff interface.](#)

If you need assistance with handling this request, please contact CommunityRelations@alexandriava.gov or call 703.746.HELP.

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City Council
City of Alexandria
301 King Street
Alexandria, Virginia 22314

Dear Mayor, Vice Mayor and City Council,

Regarding docket item #11, request that you uphold the Traffic and Parking Board recommendation and vote against Option 2 (to install bike lanes on King Street). Further request that you accept the neighbors plan for parallel routes through the Masonic Temple to make King Street and Janneys Lane safer. I bike recreationally and support the goal of bicycle options, however Janneys Lane is evidence that the current plan is dangerous.

Recent discussions of King Street have cited Janney's Lane as a bike lane success story. That is simply not true! As a resident for over 10 years, I can say that Janney's Lane is far more dangerous and carries greater risk with a bike lane than it ever did before.

Travel lanes and parking areas are too small for heavy vehicle traffic. Traffic lanes on Janneys were narrowed from 12' to a planned 10' (actual is between 9 and 10 feet from line to line) to accommodate bike lanes. Parking lanes shrunk to under 7 feet. A bus measures 10.5' from mirror to mirror. So the reduction in vehicle space has resulted in several accidents damaging legally parked cars. Last week my mirror was struck by a passenger van while I sat in my SUV. There are times when school buses and trucks stop in the street because drivers can't negotiate the West bound lane. Besides the fact that my car is getting hit, most concerning are commuter and school buses, among hundreds of other large vehicles, that regularly cross the centerline. Motorists routinely travel in the bike and parking lanes and use them as a passing lane, when they are perceived to be empty. It would only take one minor mistake by a bus to seriously injure one of the many children who walk to MacArthur Elementary on Janney's daily. Thinking about King Street, what would happen to a biker if a Metro bus were to yield to oncoming trucks by moving abruptly into the bike lanes on King Street? See photos of the dangers on Janneys Lane I have posted on YouTube.

My neighbors and I agree that SPEED is the biggest threat to the safety of motorists, cyclists and pedestrians along both Janneys Lane and King Street. I have heard several times from TES Officials that there is a body of literature that conclusively shows that reducing lane width to 10' decreases the speed by 4-6 mph without creating a safety hazard. The truth is unbiased literature survey only that not every roadway is the same and speed and safety data for two lane arterials like King Street is incomplete. The only agreement that I can find in the literature is that speeds are actually unaffected where there are no lateral obstructions like parked cars. Now imagine an empty bike lane next to the travel lane on King Street. It explains why speeding continues to occur at 10-20 mph over the posted limit on Janneys Lane after implementation of bike lanes. Traffic only slows when bus drivers feel threatened. On King Street, empty bike lanes will only become a place for cars to speed in both directions!

Heavy vehicle (buses/trucks etc) traffic is dangerous for cyclists. The Federal Highway Administration and American Association of State Highway and Transportation Officials

(AASHTO) guidelines states that planners should consider other factors before narrowing lanes, such as the type of traffic (trucks/cars) and roadway characteristics such as grade and pitch. While the AASHTO Green Book provides some discretion to planners, arterials and collector routes with high volumes of heavy vehicle traffic (bus and truck routes) require larger travel lanes on the continuum of 10'-12' lanes. The VDOT Road Design Manual doesn't waver, in that 11' lanes are required as a minimum and 12' lanes are ideal. During morning rush hours, Janneys Lane experiences between 20-40 heavy vehicles in an hour depending upon the day of the week. King Street likely experiences even higher volumes of heavy vehicle traffic, given the number of bus routes it supports.

Arterials are dangerous for bikers. Arterials and collector routes, like King Street and Janneys Lane, have the highest rate of bicycle accidents. While arterials may seem logical bike routes because they are the most direct, those routes are likely not appropriate in a constrained environment, given that only the most skilled riders are comfortable on them. Bike lanes on arterial routes are least likely to increase either ridership or commuters, so failing to consider alternatives excludes an entire population of potential riders. The City of Berkeley CA realizing that this was the case decided to move their bike routes to quieter side streets with excellent results. Accidents went down and participation increased. I believe there are other routes in Alexandria that could be used to increase ridership for those who want to avoid King Street: Developing 150 yards of the Timber Branch path through the cemetery would ultimately link Braddock/Fairlington to the King Street Metro along a beautiful, quiet, Timber Branch Parkway (a low volume wide street).

Solution: I urge you to **REJECT OPTION 2** and adopt the safer plan developed by the **King Street residents** who know these streets best and who will have to live with the outcome every moment of every day. I am confident that the Masonic Memorial route is superior to King Street and will achieve the City's goal to provide a safe place to increase the number of riders. BTW, my 6 year old son bikes up the Masonic Memorial hill now.

Janneys Lane must be fixed as part of the plan! The stretch from King Street to Taylor Run is dangerously narrow and speeding continues unabated. The alternate routes are below and part of the King Street plan. This can be easily accomplished when Janneys Lane is resurfaced this Spring or Summer.

This is about one thing and that is safety for everyone, including our families!

Thanks you/Very Respectfully,

(signed)

Tim Ockerman
515 Janneys Lane
Alexandria, VA 22302

References:

1. "Relationship Between Lane Width and Speed, Review of Relevant Literature" Prepared for the Columbia Pike Street Space Planning Task Force, by the Parsons Transportation Planning Group, September 2003.
2. AASHTO Green Book, 2011
3. Federal Highway Administration Policy, Chapter 13, "Lane Widths", USDOT, Federal Highway Administration.
3. "Impact of Narrow Lane Width, Comparison Between Fixed-Base Simulator and Real Data", Florence Rosey, Jean-Michel Auberlet, Olivier Moisan and Guy Dupre' 2009.
4. "Cyclist Safety on bicycle boulevards and parallel arterial routes in Berkeley, California, ELSEVIER Press, Accident Prevention and Analysis, Eric Minikel 2011.
5. "Do Bike Paths promote Bike Riding?", The Atlantic Cities, Eric Jaffe, Feb 24, 2012.

2 YouTube Links: Photos/Videos of a dangerous Janneys Lane are posted on YouTube. They include: School buses traveling over the centerline; Buses and cars traveling in the bike lane; School Bus inches from my SUV. Search Dangerous Road.

Safer Bike Routes from Janneys Lane to King Street Metro

- East Taylor Run Route: For cyclist approaching from West of the Taylor Run Parkway complex.
 - Install a primary route along East Taylor Run to South View Terrace then transition to Sharrow lanes at the top of South View Terrace. Turn right on Hilltop Terrace to connect to the Masonic Temple on Carlisle Street.
 - Replace Janneys dedicated lanes (from East Taylor Run Parkway to King Street) with shared lanes (sharrows) as a warning to drivers of bicyclists who may originate their journey near the 500 block of Janneys.
- Putnam Route: Shared route (sharrows) for those bicyclists starting their route to King Street Metro on the 500 block of Janneys Lane.

Benefits over the current plan:

- Bicyclists avoid an already dangerous King/Janneys intersection as well as the remainder of a more dangerous King Street route
- Provides bicyclists and motorists with a wider/safer West bound bike route on Janneys on a sharp downhill from King Street to East Taylor Run.
- Shorter: by 3/10 of a mile. More direct route to the King Street Metro from the intersection of Janneys and Taylor Run intersections
- Continues to provide a safe Janneys Lane route for highly skilled riders who prefer to travel to King Street (Sharrow markings provide warnings to drivers on Janneys Lane
- Slope/hill profile to SouthView is more manageable; more inviting/comfortable; builds ridership
- Continues to provide Sharrows on Janneys to Putnam should they encounter a biker.
- Provides a safe route for less skilled bikers to avoid the steep hill on and heavy vehicle traffic on Janneys Lane
- Can be accomplished easily during resurfacing this Spring.
- Flexibility: Allows riders to connect at Upland/King/Walnut if necessary.
- Safely accommodates buses and trucks by maintaining travel and parking lane widths along East Janneys Lane.

11
3-15-14

submitted by
Tom Walczykewski

City Council Meeting 3-25-14

Docket Item 11, King Street

Comments by Tom Walczykewski

Some may wonder why I oppose the King Street bike lanes. I don't live near King Street and I'm not going to lose parking. I am speaking against the bike lanes because I am tired of seeing the City of Alexandria and its citizens suffer from stovepipe mismanagement. Department heads often press on with their own initiatives, many which will only serve a minor client base, and give little thought or concern to the possible adverse impact on other department missions or citizens at large. Transportation and Environmental Services (TES) isn't the only department guilty of this behavior. For example, for years Parks and Recreation has planted trees in the two-foot wide spaces between the curbs and sidewalks. Half of the trees die and the ones that thrive rip up the sidewalks and cause a repair bill for TES likely exceeding \$300,000/year. I have dealt with City manager Young on a few occasions and have found him very responsive to citizen needs. In pondering why the City continues to be hounded by the stovepipe mismanagement actions of City staff components, I wonder if Mr. Young is properly empowered to bring it under control.

Last year TES painted in a mixture of bike lanes and sharrows on Janneys Lane without even dropping off a flyer to the street residents. The parking lanes are now only seven feet wide. Looking down the street the tires of SUVs sit on top of the parking lane line or even encroach further into the bike lane and these vehicles are legally parked with the passenger side wheels no further than 12" from the curb. During the past two months three parked vehicles on the 500 block of Janneys Lane have been sideswiped. On 3/10/14 one of the residents was sitting in his SUV waiting to take a photo of an EMT truck or fire truck for today's meeting when his rear view mirror was sideswiped. Gee, do you think that the vehicle lanes have been painted in a little too narrow just to make room for a bike lane on the south side of the street?

At the 2/25/14 Traffic & Parking Board meeting I raised the issue of the 10'-6" vehicle lanes proposed for King Street hindering emergency vehicles. The TES department head responded that it is easier for fire truck to maneuver around bike lanes than parked cars. He said that the interim fire chief had approved the King Street proposal, but I don't see that letter of approval in the packet that he provided for this meeting. I also don't see a concurrence from Police Chief Cook. Nor, do I see the letter from the Chairman of the Traffic & Parking Board setting forth the Board's determination that Concept 2 is unsafe. You need to look past the static computer images of street cross sections used by TES to market their plans. If you get out on the street

and watch fire trucks, EMT trucks and police vehicles in action, you will see how they take the street on emergency response calls. They don't neatly follow the vehicle lanes. They need the room to deal with surprises encountered on the road. Both King Street and Janneys Lane are emergency response routes. I believe the absence of formal reviews and approvals by the fire chief and police chief of the proposed road design changes on these emergency response routes is irresponsible and could present the City with severe liabilities.

Alexandria is already servicing a debt exceeding \$500 million and the City and its taxpayers do not need to add liability judgments to that debt. When the City installs a road design, there is an implied assurance that the design is safe. The Traffic & Parking Board found that the proposed changes to King Street are unsafe.

So I'm here to speak for Becky Porter, a fourth grader at Maury Elementary School. She tragically died from an allergic reaction from ground wasp stings. A 911 call was made but the EMT truck sideswiped a Metro bus on King Street and went out of service. The second EMT truck did not make it in time to save Becky.

I'm here to speak for Officer Thomas Johnson. He was responding to a bank robbery call and was driving west on Janneys Lane in the late afternoon. A middle school boy was riding in the same direction in the bike lane. The bright sun hindered the boy's vision and his shoulder snagged the driver side rear view mirror of an SUV encroaching into the bike lane. The boy fell into the vehicle lane. Officer Johnson took evasive action to avoid running over the boy; however, he lost control of his car. The car smashed into a pole and Officer Johnson ended up with a broken neck.

Lastly, I'm here to speak for Nelly Foster, a 78 year old woman driving her car east on King Street in the morning traffic jam. Joe Lawson, a bike commuter was able to fly down the hill in the bike lane on the south side of King Street even though the vehicle traffic was inching along. Mrs. Foster signaled and made a right turn towards her daughter's house and Mr. Lawson slammed into the passenger side of her car. Mr. Lawson suffered some broken bones but recovered. Mrs. Foster was so traumatized by the incident that her health failed and she never recovered.

This is the future Alexandria faces. But we can avoid that future if you uphold the decision of the Traffic & Parking Board.

During this drawn out public discourse the TES director has claimed that his actions are all about safety. He says the existing design of King Street up the hill from metro is unsafe for cyclists. From my perspective his proposed solution decreases safety for everyone, even some not on the road. This hasn't been about safety. It hasn't been about truth. It has only been about power. It's the power of a civil servant, driven by idealism, and an almost invisible client

base directing a well-orchestrated lobbying effort to impose their will on the City. They remain tone-deaf to the protestations of citizens with values centered on families, educating and developing their children and living in a beautiful suburban neighborhood. A suburban environment was established 75 years ago throughout the geographic center of Alexandria and now houses a major component of the City's tax base. Urban planning consultants do not place sufficient value on these types of residents and taxpayers.

The proposed changes to King Street are not safe. I request that you not approve the TES Director's appeal.

Tom Walczykowski
405 Cloverway Drive
Alexandria, VA 22314

11
3-15-14
submitted by
Tim Ockerman

Mayor, Vice Mayor and Council,

My name is Tim Ockerman and I live at 515 Janneys Lane with my wife and two kids (6 and 4 year olds). I bike recreationally and have commuted on bike in Germany, California and VA.

I ask that you uphold the Traffic and Parking Board recommendation and vote against Option 2 (to install bike lanes on King Street) and approve Option 3, which will make both King Street and Janneys Lane safer.

I wanted to speak today, because I heard some tout Janney's Lane as a bike lane success. It is not true! As a resident for over 10 years, I can say that the 500 block of Janney's Lane between King and Taylor Run is far more dangerous and carries greater risk with a bike lane, than it ever did before.

Travel lanes are too narrow for bus and truck traffic, so a bike lane created a hazard were one didn't exist previously. Several parked cars have been sideswiped after travel lanes were reduced to 10'. There are times when school buses and trucks stop in the street because drivers are unable to negotiate the narrowed lanes. Commuter and school buses regularly cross the centerline to avoid hitting parked cars. Motorists speed in the bike and parking lanes and use them as a passing lane. It would only take one minor mistake for a head on collision to occur or to seriously injure the kids who walk on this route daily.

Beyond the narrow lanes, SPEED is the real threat to the safety of motorists, cyclists and pedestrians along King Street and Janneys. However, from our experience on Janneys Lane, Option 2 would not address speeding on King Street either. My segment of Janneys lane shows that narrow lanes do not slow traffic where there is a bike lane and no lateral obstructions, like parked cars. On King Street, empty bike lanes will only provide a place for cars and buses to speed in both directions!

Accident data shows that heavy trucks and buses are dangerous for cyclists. The various road design guidelines all call for wider travel lanes on arterials and collector routes carrying buses and trucks. During the morning rush, Janneys Lane sees between 20-40 buses and trucks per hour. King Street likely experiences even higher volumes of buses and trucks, which require larger lanes than Option 2 provides.

Accident data also shows that arterial streets like Janneys and King Street are dangerous for bikers and participation rates won't increase on them. Arterial streets may seem logical choices for bike routes because they are the most direct, but these routes are only appropriate for the most skilled cyclists. Failing to consider alternatives excludes an entire population of potential riders. Some cities moved their bike routes from arterials to quieter side streets achieving lower accident rates and an increase in participation.

Why choose to implement a riskier route on King Street that has not worked on Janneys Lane, particularly when safer parallel routes already exist?

I urge you to REJECT OPTION 2 and approve a much safer Option 3 for both King and Janneys Lane. Upon implementation of these safer routes please remove dedicated bike lanes between King and Taylor Run and work with our residents to implement other low cost traffic calming and pedestrian improvements.

Thank you for hearing us on this important safety issue!

11
3-15-14

*submitted by
Robert Dunn*

Robert C. Dunn
1113 Cross Drive
Alexandria, Virginia 22302
703/998-9196 (H)
703/836-9000 (W)

March 11, 2014

Re: King Street Bicycle Lanes and Pedestrian Improvement Project
Docket Item No. 11 on March 15, 2014

Mr. Mayor,

My name is Robert C. Dunn. For more than thirty-five (35) years I have lived on the corner of Cross Drive and Scroggins Road - just off King Street.

During that time, I have worked, worshipped and shopped in Old Town. So I have made thousands of trips on King Street and Braddock Road as a car driver, pedestrian/runner and weekend cyclist, in descending order of frequency.

In all my capacities, I support the modified plan of T&ES. The thoughtful modification recommended by the City's professional staff, after numerous public meetings and hearings, needs no further study.

I'll use my speaking time to address primarily my two uses - as a car driver and pedestrian/runner.

Most people agree that the present configuration is unsafe and unacceptable. The question is: short of widening King Street (completely unfeasible), what can be done?

As a driver, I have found that the traffic calming measures on streets I use frequently, Braddock Road and Janney's Lane, have slowed my speed. The perception of narrowing worked when first implemented.

As a driver, I wondered whether, as I got used to the striping, my speed would gradually increase. What I have observed is that what I got used to was, in fact, the slower speed. As a result, I feel safer on those streets as a pedestrian/runner and cyclist.

I believe the proposed traffic calming for King Street can work as it has on other city streets.

As a runner/pedestrian, I usually avoid this stretch of King Street (even though it is the most direct route for me to Old Town) because the sidewalk is so narrow, there is no buffer on the south side of the street and because, with no dedicated space, cyclists sometimes use the sidewalks to pedestrians' detriment.

Let's be candid.

The cost of these obvious improvements (designated lanes for the users going very different speeds) is the loss of some on-street parking.

As I assess the matter, the question is whether the community-wide good of the measures is outweighed by hardship for a few.

Unlike parts of Old Town and Del Ray, as far as I can tell, all those losing the convenience of on-street parking have driveways for at least two vehicles.

I perceive this loss to be an inconvenience, not a hardship. Lest I be accused of hypocrisy, I invite the City to implement calming measures on Scroggins Road. But that's for another day.

I believe the City should implement the King Street plan and monitor its success or lack thereof.

This decision is not like the Waterfront issues. Once those decisions are made and the buildings are built, they cannot easily be undone.

Here, if the worst-case scenarios imagined by opponents eventuate or if the law of unintended consequences occurs, the changes can be undone. I submit that the best way to study the plan is to implement it.

If it works, vehicles will travel slower and bikes will not be on sidewalks. If the plan does not deliver as anticipated, it can be reversed.

Thank you for your attention and consideration.

Respectfully Submitted,

ROBERT C. DUNN

RCD/pla

11
3-15-14
submitted by
Leonard Rubenstein

Statement of Leonard Rubenstein

17 West Cedar Street

Mr. Mayor and Members of Council,

I am speaking from a fairly unique vantage point as a 30 year resident of W. Cedar Street, at the foot of King Street, as a cyclist who has biked up and down King Street and throughout the city for decades, and as someone in the field of public health.

Like others in the neighborhood, I have been approached to sign the petition in opposition. I am sympathetic with the concerns of the residents of King Street who do not wish to lose their parking spaces. But a careful look at the question shows that the proposal will bring about greater safety for bicyclists, drivers and pedestrians at a cost of only the most modest inconvenience for homeowners. And of course it will encourage safe alternative forms of transportation, a policy of the City for decades.

As I work in the field of public health, I decided to studies published in major journals on the topic of bike lanes on public streets. I would like to share some with you – and I found none to the contrary.

- A 2009 article reviewed multiple studies on the safety impact of various forms of bike infrastructure. Five of them addressed on-road striped bike lanes specifically and found that they consistently reduce injury rates, collision frequency and crash rates by about 50% compared to unmodified roadways. Conor et al, *The impact of transportation infrastructure on bicycling injuries and crashes: a review of the literature*, Environmental Health vol. 8, 2009.
- A 2013 study found that bike lanes had a demonstrable safety impact. Harris et al, *Comparing the effects of infrastructure on bicycling injury at intersections and non-intersections using a case-crossover design*. Injury Prevention vol 19, 2013.
- A third study, from 2012, may be closest to our situation – it showed that bike lanes on a major street without parked cars significantly reduced injury risk. K Teschke et al, *Route Infrastructure and the Risk of Injuries to Bicyclists: A Case-Crossover Study*, Am J Public Health vol 102 December, 2012.

These studies are consistent with my experience. On Commonwealth Ave., for example, where there are striped bike lanes, I feel far safer than on major streets without marked bike lanes, even Russell Road. Drivers respect the stripes as they are used to driving with lane markers.

A second safety gain is narrowing the width of the roadway, which we know reduces vehicle speed.

Which brings me to parking. On my own street, parking is permitted on only one side of the street and I lack a driveway. Yet walling a few dozen yards to my car on occasion is only a minor inconvenience. Also, since this controversy began I have paid attention to the number of cars parked on King Street, as I drive up and down King Street regularly. I am also surprised that parking spaces are such a huge issue when they are not used. Even as the hearing approached, I have never seen more than 3 cars parked on the section of King Street where parking will be eliminate; usually it's zero or 1. That is not a surprise as most of the houses in the bike lane section face Northview Terrace, not King Street. The parking situation is different at the top of the hill, but in that area the spaces will be preserved.

I therefore reluctantly depart from my neighbors and urge you to come down on the side of safety and a step toward environmental sustainability.

11
3-14-15
submitted by
Maitland Bottoms

To: Alexandria City Council
From: A. Maitland Bottoms, 216 Moncure Dr., Alexandria VA 22314-4911

As an Alexandria resident, I want to voice my STRONG support for the planned pedestrian and bicycle improvements on King Street between Russell Road and Janneys Lane. I urge you to give appropriate consideration to the City's safety analysis and vote to go forward with the improvements without further delay!

I spoke at the Traffic and Parking Board meetings in November and last month in support of the King Street traffic calming and bicycle facilities plans presented by city staff. While I fully support the "Concept 1" plan, I also support the "Concept 2" plan.

I also support the "Additional Pedestrian Improvements" including the additional crosswalks and the improved crosswalk at the intersection of King and Upland. I feel the appearance of those crosswalks along with the bike lane markings will present to the travellers a nice-looking streetscape that all Alexandrians can be proud of.

I was quite pleased that the signed alternate route idea presented in November was absent from the project plan presented in February. My concern was that it had cyclists making additional left turns off and onto King Street. In my experience, when I ride Eastbound on King Street I am reluctant to take a left turn onto W. Walnut during times when left turns are not permitted at Rosemont. And when heading uphill I tend to prefer to continue past Upland before making a left turn into my neighborhood - often using the traffic lights at Highland or Janneys Lane to provide the necessary break in Eastbound traffic.

As a research engineer at the U.S. Naval Research Laboratory, I appreciate the data-driven methodology used in development of the design guidelines recommended by the American Association of State Highway Transportation Officials (AASHTO) & National Association of City Transportation Officials (NACTO) and codified in the Americans with Disabilities Act (ADA) guidelines. I was pleased with the process taken by city staff to greatly improve the safety of the road over the existing conditions. I was disappointed that so many members of the Traffic and Parking Board did not seem to value the professionalism of staff and the well-informed presentation and independent review of the proposed plan. From the presentation by city staff: "There is no place in the plan where the design is below the minimum design guidelines".

As a pedestrian I began my Alexandria walking life walking to and from school (both Hammond and T.C. Williams). I've walked border to border in Alexandria along King Street - and Duke Street and Braddock Road and Washington Street. And I've walked a large portion of the grid of Old Town. These days when I walk between my house and King Street Metro and get passed by a Dash bus while on the south side of King Street between Upland and W. Cedar, I really think it will be nicer when the bus is a bike lane width away from me. I often walk to Old Town, even all the way to the River, for dinner, drinks, and entertainment in the evening.

As a cyclist I've made long and short trips. I enjoy the Washington & Old Dominion Railroad Regional Park, and to get between my home and there I take King Street from W. View Terrace to Kenwood and on to Shirlington, Vienna, Purcellville and beyond. As an occasional bike

commuter I often head right down King Street under the tracks to Prince Street and the Woodrow Wilson Bridge. Another option for me to get to work is to take the Mount Vernon trail north out of Old Town to DC. I once went on a nice ride via DC to Annapolis and Baltimore and met a neighbor from the Carydale apartments doing the same thing! I've ridden to and from Charlottesville. Bruce Dwyer and I rode from the statehouse in Richmond to City Hall to deliver a "May is Bike Month in Virginia" proclamation to Alexandria City Council.

As an intermodal transportation user, I have made use of the rules allowing folding bicycles on Metro during rush hour, and also rode to the AMTRAK station, got on the train to Boston, then took the T and pedalled to Lexington, MA. To get to all these places involved, you've guessed it, the project area on King Street.

In my travels around the city, state and country I have seen the implementations of bike lanes and complete streets policy in many communities. I find these streetscapes easy to navigate and accommodating.

We in TRCA have long been asking for safety improvements in our roadways. When I was president of TRCA back in 1998-1999 we expressed concerns over speeding cars on our neighborhood streets. It is time to address these concerns. Please vote to implement the plan of city staff now.

-Maitland

P.S.

Thank you for supporting safe and complete streets!

Thank your for helping to make the streets of Alexandria safer.

11
3-15-14

Jackie Henderson

From: ouibike@gmail.com
Sent: Friday, March 14, 2014 9:55 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47811: Mayor, Vice Mayor City Council March 12, 2014 Mayor and City Council,

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47811.

Request Details:

- Name: Bruce Dwyer
- Approximate Address: No Address Specified
- Phone Number: 703-549-3263
- Email: ouibike@gmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: March 12, 2014
Mayor and City Council,

In reference to Docket item #11

I am in full support of the staff proposal for traffic calming measures on King Street. I have been a community involved resident of Alexandria 48 years and I would like to give a little historical context to this issue. One of the things we have liked best about living here has been that it is pretty easy to get the places we need to go by walking and biking. In the 70's, even our kids and their friends did almost all of their daytime travel by foot or bike on streets and sidewalks that we considered safe at the time because there were fewer cars and they seemed to go slower. By the 1990's, it became apparent that congestion and the auto centric policies at all levels of government to "solve" the problem were making walking and biking much more dangerous and much less desirable. A small group of citizens banded together to form a committee that produced the City's first Bicycle Transportation and Multi-use Trail Master Plan which was approved by City Council in 1998. The plan was passed with expressions of appreciation including Council Member Pepper saying how she looked forward to all the new bike lanes and trails. Our primary hurdles putting the plan together and advocating for its implementation were neighborhoods resistant to bike paths and transportation planners resistant to bikes on the streets. So, the plan was largely ignored until the city adopted in 2005 a Community Pathways program authored by Council Members Krupicka and Smedberg. Neighborhoods had started to like multi-use paths and transportation planners had become more open to non-motorized transportation solutions. Soon the city adopted a Master Bicycle and Pedestrian Plan 2008, followed by the adoption of a Complete Streets Policy 2011. Most importantly, much has been done by the city to implement these plans leading to several awards for being bicycle friendly and walkable. I am proud of what my city has accomplished and I truly want the city to stay the course it has set over many years. I believe this is becoming more difficult as projects to promote non-motorized transportation and public transit are going to impinge on the convenience of using our cars, such as eliminating parking, reducing travel lanes, and adding crosswalk signals. The King Street proposal has become a classic case in point. I believe it represents a watershed and fear a decision that does not support the city staff recommendation will not serve the city well in attempting to move forward in dealing with congestion.

From a personal perspective, I lived in the Taylor Run area of Alexandria for 39 years and traversed this section of King Street about 12,000 times by foot, bike, car and bus. Most of these trips were by foot. The topography, foliage, varied architecture, and narrow streetscape of King Street all contribute to this being a great walk. There is a human scale to it that is comforting. However, the fast traffic is dangerous and unpleasant. As vehicular traffic congestion and speed increased over the years, I became more and more concerned for the safety of myself and other pedestrians. Alternative routes are complicated, take longer and have their own safety issues, so I pretty much stuck to King Street despite being uncomfortable, as I think most walkers and cyclists do for the same reasons.

The small town character and charm of Alexandria is being overwhelmed cars, congestion and road unfriendly to people walking and biking. I believe the City's plan for King Street will go a long way to reclaiming and preserving its charm while making it safer for all users. I hope you do too.

Thank you for your consideration of my views.

Bruce Dwyer
915 Bernard Street
Alexandria VA 22314

- Expected Response Date: Friday, March 21

Please take the necessary actions in responding, handling and/or updating this request at the *Call.Click.Connect.* staff interface.

If you need assistance with handling this request, please contact CommunityRelations@alexandriava.gov or call 703.746.HELP.

This is an automated email notification of a *Call.Click.Connect.* request. Please do not reply to this email.

11
3-15-14
submitted by Bruce
Dwyer

March 12, 2014

Mayor and City Council,

I am in full support of the staff proposal for traffic calming measures on King Street. I have been a community involved resident of Alexandria 48 years and I would like to give a little historical context to this issue.

One of the things we have liked best about living here has been that it is pretty easy to get the places we need to go by walking and biking. In the 70's, even our kids and their friends did almost all of their daytime travel by foot or bike on streets and sidewalks that we considered safe at the time because there were fewer cars and they seemed to go slower. By the 1990's, it became apparent that congestion and the auto centric policies at all levels of government to "solve" the problem were making walking and biking much more dangerous and much less desirable. A small group of citizens banded together to form a committee that produced the City's first Bicycle Transportation and Multi-use Trail Master Plan which was approved by City Council in 1998. The plan was passed with expressions of appreciation including Council Member Pepper saying how she looked forward to all the new bike lanes and trails. Our primary hurdles putting the plan together and advocating for its implementation were neighborhoods resistant to bike paths and transportation planners resistant to bikes on the streets. So, the plan was largely ignored until the city adopted in 2005 a Community Pathways program authored by Council Members Krupicka and Smedberg. Neighborhoods had started to like multi-use paths and transportation planners had become more open to non-motorized transportation solutions. Soon the city adopted a Master Bicycle and Pedestrian Plan 2008, followed by the adoption of a Complete Streets Policy 2011. Most importantly, much has been done by the city to implement these plans leading to several awards for being bicycle friendly and walkable.

I am proud of what my city has accomplished and I truly want the city to stay the course it has set over many years. I believe this is becoming more difficult as projects to promote non-motorized transportation and public transit are going to impinge on the convenience of using our cars, such as eliminating parking, reducing travel lanes, and adding crosswalk signals. The King Street proposal has become a classic case in point. I believe it represents a watershed and fear a decision that does not support the city staff recommendation will not serve the city well in attempting to move forward in dealing with congestion.

From a personal perspective, I lived in the Taylor Run area of Alexandria for 39 years and traversed this section of King Street about 12,000 times by foot, bike, car and bus. Most of these trips were by foot. The topography, foliage, varied architecture, and narrow streetscape of King Street all contribute to this being a great walk. There is a human scale to it that is comforting. However, the fast traffic is dangerous and unpleasant. As vehicular traffic congestion and speed increased over the years, I became more and more concerned for the safety of myself and other pedestrians. Alternative routes are complicated, take longer and have their own safety issues, so

I pretty much stuck to King Street despite being uncomfortable, as I think most walkers and cyclists do for the same reasons.

The small town character and charm of Alexandria is being overwhelmed cars, congestion and road unfriendly to people walking and biking. I believe the City's plan for King Street will go a long way to reclaiming and preserving its charm while making it safer for all users. I hope you do too.

Thank you for your consideration of my views.

Bruce Dwyer

915 Bernard Street

Alexandria VA 22314

11
3-15-14
submitted by
Dan McNulty

Good evening, my name is Dan McNulty, and I live at 205 Wesmond Drive, in Alexandria.

I'd like to talk about sharrows, aka the bike icon painted on streets. Some have suggested that sharrows are acceptable east of Highland. They are not.

Pedestrian safety is one of the main issues being discussed, and sharrows would do nothing to alleviate the danger to pedestrians. Bike lanes, not bike riders, provide a buffer between cars and sidewalks, and bike lanes also slow cars down. For this reason alone, Bike lanes are the preferred solution for safety

Sharrows on this portion of King street would also go against national and international guidelines for bike facilities. At the number of vehicles that King Street sees, and with the speed they go, the guidelines say that bike lanes, not sharrows, are the appropriate facility.

Why is this? Because bike lanes are not necessarily for the experienced cyclist, but for the casual or cautious cyclist. There are experienced cyclists who already ride King with no sharrows or bike lanes, but for a huge number of people, bike lanes will induce them to ride king street, whereas sharrows won't. This data comes from a comparative study of bike facilities published by the Pedestrian and Bicycle Information center at UNC Chapel Hill.

This is the crux of the issue for bike lane and safety advocates. The City Staff is proposing is a tried and true solution for increasing pedestrian, cyclist, and vehicle safety.

I thank you for your time.

CITY COUNCIL HEARING -- KING STREET PROPOSAL --3/15/14

Louise Welch, 2207 King Street -- Alexandria and King Street Resident

I kept thinking about what to say to you today.

I thought about saying that major facets of Concept 2 contradict the City's existing 2008 Plan, including its recommendation for sharrows on King Street. I thought about pointing out that the Complete Streets Coalition recommendation to consider the characteristics of the surrounding community is a missing component of Concept 2. And I thought about pointing out that while this plan is referred to as a critical "missing link" a good part of the chain it's supposed to link with is also missing.

Instead an email I received two days ago helped me decide what to say. I don't know the writer personally, but I do know he's an actively involved citizen of the Alexandria community.

He wrote that he runs and bikes along the proposed route and would feel safer with a bike path. He further said he wished there were an opportunity for more exchange of information.

I quickly jotted a note back to him to let him know the impact dedicated bike lanes would have -- and then realized that's what I wanted to say today:

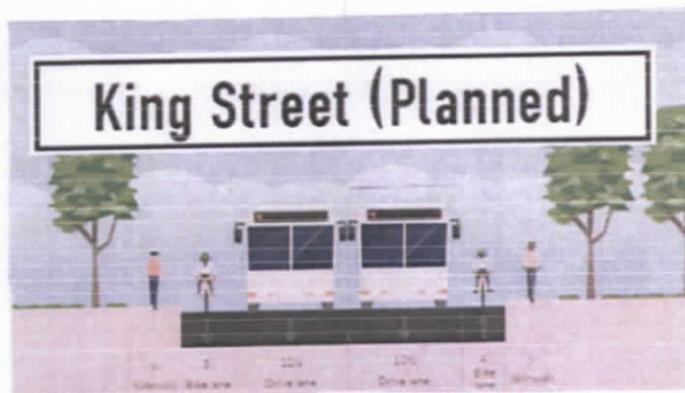
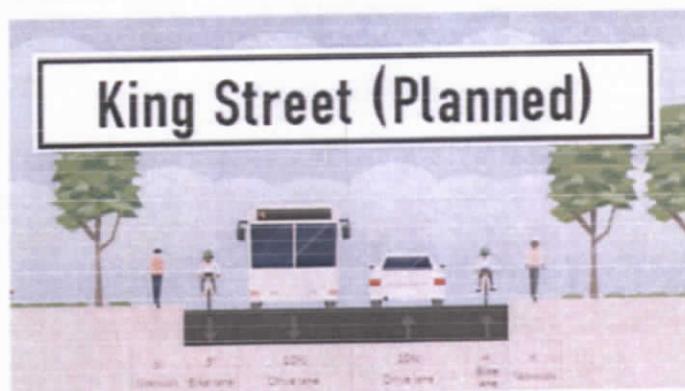
"I can understand your thinking that a bike path is safer if you bike on King Street. But living on King Street and losing access to this lane worries me. My husband is disabled and on oxygen -- taking away this 7 foot lane and replacing it with a 5 foot bike lane means he can't even be picked up in front of our own home where we've lived for 35 years. That's just the beginning of many problems we'll encounter if this goes through. The City says it restored 10 parking spaces, but those are in the 2500 block and we live in the 2200 block where 30% of King Street [would] be dedicated to bicycles and there are only between 3 and 12 per hour depending on the time of day. ... as you can tell this is an important issue to me."

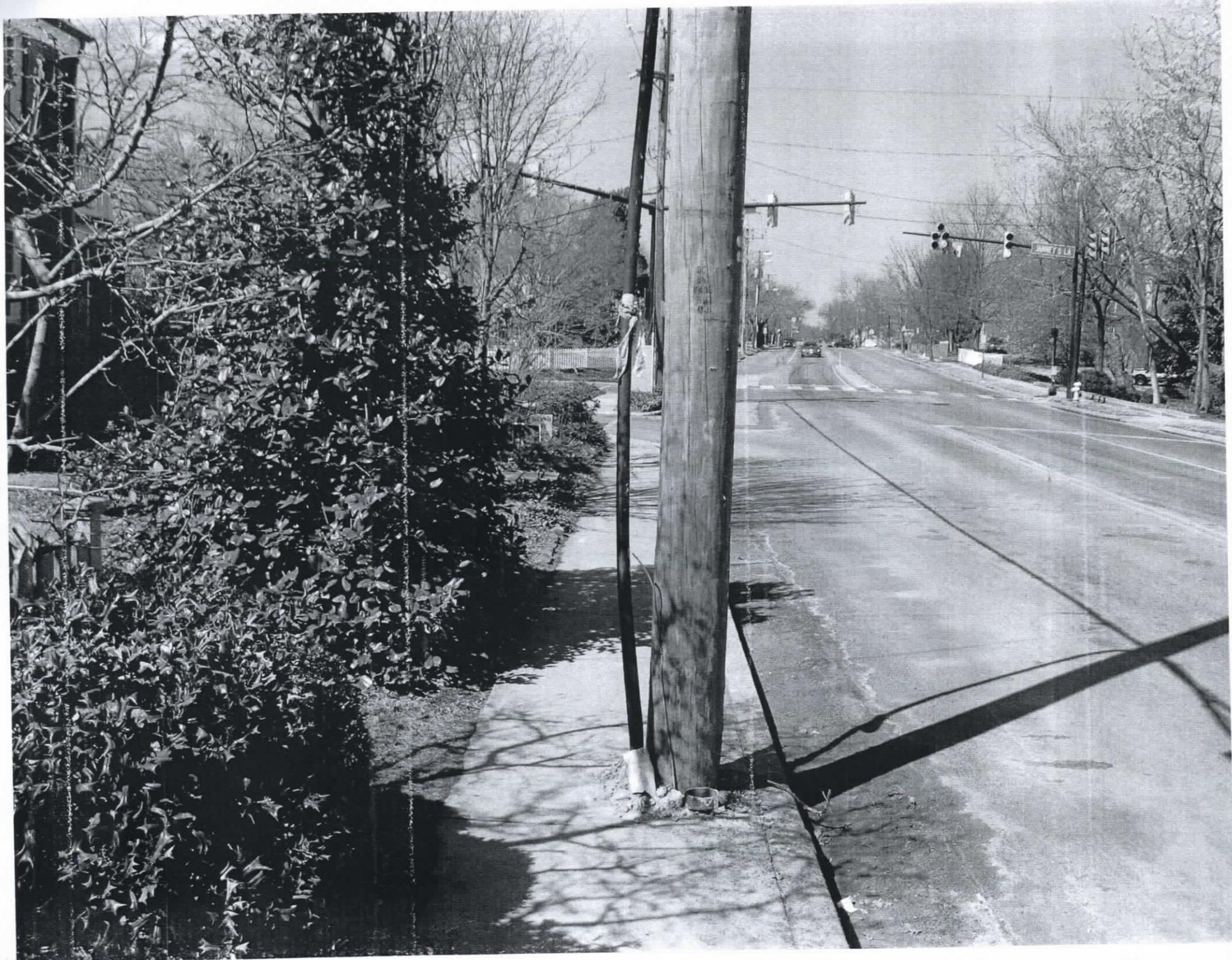
While King Street is a narrow, heavily traveled State Highway with 13,000 vehicles each day, it's also a residential community and this proposal will have different, but major impacts on the personal lives of each family in the neighborhood whether it's carpooling, backing into driveways, a place for contractors to park, deliveries to homes, or **just a place to pick up someone safely.**

The Traffic and Parking Board rejected Concept 2 based on safety issues. The Board felt "the proposal for bike lanes does not adequately address the needs of the population that is most directly affected." We agree, and our community has worked together to identify alternatives to Concept 2 to make the roadway more safe, to calm traffic, to improve pedestrian safety, to provide safe access to homes, and to provide safe routes for bicyclists. We all share the same goals.

Thank you.

11
3-15-14
submitted by
Craig Hudson





11
3-15-14
submitted by
Lynne Lawrence

Good morning. My name is Lynne Lawrence. I live at 400 North View Terrace. My back yard runs along King Street. We have a door in our fence that allows direct access to the street. I am opposed to the installation of bike lanes. For the twelve years I have lived at my address, I have driven up and down King Street almost daily. I've watched as neighbors have tried to negotiate getting in and out of their driveways in heavy traffic. I cannot imagine adding bike lanes in this location. These lanes will make an already difficult stretch of road even more hazardous to navigate resulting in potential injuries to bikers and residents alike. In addition, many of us do not have driveways, myself included. And with 24 steps to our front door, we often use the parking in the back on King Street to load and unload. For example, I park in the back when unloading the bags of mulch I buy from the TC Williams Booster Club every year. We use the parking when we have elderly or disabled visitors who cannot make it up the front steps. Our trash is collected on King Street. The trash containers are usually left where the bike lanes would go. I am not sure how the city would enforce requiring the trash collectors to put the cans back on the sidewalk instead of the curb. We put our leaves for city pick-up where the bikes lanes would go. When we bought our house, access through the back was one of the main reasons we bought it. And as my husband and I grow older, being able to access our house by going down the stairs in the back as opposed to up the stairs in the front is a real consideration. Removal of the parking spaces is not a minor inconvenience for the people who live in the neighborhood, it truly affects the livability of our homes. I urge the city to explore other options for bike lanes in this narrow stretch of King Street. Thank you.

11
3-15-14

Jackie Henderson

From: camoran@gmail.com
Sent: Friday, March 14, 2014 3:48 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47788: Mayor, Vice Mayor City Council I am writing to support the traffic calm

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47788.

Request Details:

- Name: Catherine Moran
- Approximate Address: No Address Specified
- Phone Number: 7032010881
- Email: camoran@gmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: I am writing to support the traffic calming and safety improvement measures proposed for King Street. I have lived in Old Town for almost 10 years, the past five of them car-free, getting around primarily by bicycle.

This is a needed connection in the bicycle routes in Alexandria. The road itself is one of the only east-west connections from Old Town and it is dangerous. We all know that drivers speed on this road, and a cyclist riding in the lane only encourages passing over the double yellow line at said speed (and too close to the cyclist) or brings car traffic behind the cyclist to a crawl which just makes the driver angry and the cyclist stressed.

I think this is one of the reason you see so much vitriol in the "bike vs. car wars". Sharing space in close quarters with such divergent abilities and expectations with no alternative for either the driver or the cyclist is extremely frustrating for anyone and each side tends to blame the other. Separate spaces can get everyone where they're going without being in each other's way.

Some people already ride this route as-is—a dedicated lane would make it safer for them. A safer route would encourage more people to try cycling as a real transportation alternative. When I was considering going car-free, that very stretch of road was at the top of my list of "reasons I couldn't do it". I did it anyway because that's where my personal and financial priorities were but the end result is that I don't go to that whole part of the City anymore. I had to switch gyms, stop going to certain stores and restaurants, but that was my choice. Some people either don't have that choice because they *have* to use that section of road daily (because they live there or because it is the only route between home and work), or wouldn't make that choice. I hear all the time "I'd try to be a bike commuter but" and the "but" is always safety or convenience.

Bike lanes would be good for drivers, too. They will prevent the frustration of being stuck behind a slow moving vehicle, prevent other drivers from crossing into oncoming traffic lane to get around a cyclist and provide the "look and feel" of a more residential "slower" road, which gives contextual clues for drivers to driver slower, improving the safety of all road users.

All of this benefit would come at the expense of a handful of rarely-used parking spaces. While technically "public" spaces, the reality is that they would really only be used by or for the handful of households surrounding them, as there is no commercial district or public facility in the immediate vicinity. If installed, 100% of Alexandrians have a realistic potential to use the lanes if they chose to. As it is, a few dozen Alexandrians have the realistic potential to use them. That bit of land is public land, and should be put to public use, not the de-facto private use by a handful of people who want the convenience of extra parking when and if they need it.

Thank you for considering this matter. I appreciate the work you do for the City and I especially appreciate your attention at times like this, when I'm sure the call and email volume is extremely high.

Catherine Moran

- Expected Response Date: Friday, March 21

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11
3-15-14
submitted by
Darlene Johnson

Members of the City Council, Hello, once again.

I am Darlene Johnson, address – 2210 King Street.

I ask that you vote to uphold the decision of the Transportation and Parking Board.

I ask that you vote for Option 3 as presented by the TRCA .

I ask that you put the safety of pedestrians, bicyclists, motorists and residents as your priority and not put the League of American Bicyclists Platinum Award as your priority.

The city coveted “Bicycle Friendly Community Award” gives favor to those cities having “miles of separate bike lanes” whether those lanes are safe or not. Alexandria seems eager to win the platinum award, with bike lanes without considering safety.

The March 11th letter sent to this council from the League of American Bicyclists (LAB) seemed similar to their offering buckets of money to you or your campaigns if you would just implement bike lanes on King Street.

Quote: LAB “...is encouraged by the progress the city has been making since its designation last October as a Silver-Level Bicycle Friendly Community” ... “we applaud your plans” ... “that will lay out the plan for achieving the Platinum-Level BFC award. Your approval of the King Street project will be a great first step” ... “Let us know if we can be of further help.”(signed Andy Clarke)

LAB and WABA have become lobbyists for separate facilities and paths, regardless of safety, rather than educating bicyclists to take the road, ride on the road.

If bicyclists cannot ride on King Street as it is, then Option 3 presents excellent alternate routes for those bikers to traverse the George Washington Park Hill.

For untrained bikers, WABA could concentrate more effort on education - how to ride on the road with other motorists... and the city could concentrate efforts on speed enforcement and accept the biker as a driver and the bicycle as the vehicle it is. We do not need to restructure the roads and will not deserve any award until we learn to share the roads we have. A vote here for the bike lanes is a vote creating more divisiveness - stripping homeowners of safe access to their homes and diminishing the value of those homes – an action that is unnecessary.

Mr. Baier is supposedly making concessions by implementing safety measures along King Street and in the adjacent community. He should have been doing this for the past 15 years. If he had, safety here would not be an issue. The real concession for Concept 2 is to put in sharrows on King and designate the Masonic Memorial Trail as the safe route for bicyclists.



1612 K STREET NW, SUITE 300
WASHINGTON, DC 20006
202-822-1333 | 202-822-1334 fax
WWW.BIKELEAGUE.ORG

March 11, 2014

Mayor William Euille and Alexandria City Council
301 King St., Room 2300
Alexandria, VA 22314

Dear Mayor Euille and City Council Members,

The League of American Bicyclists is encouraged by the progress the city has been making since its designation last October as a Silver-Level Bicycle Friendly Community (BFC). We compliment Mayor Euille for setting the goal at the most recent BFC award ceremony to reach the Platinum Level. Among the items the city accomplished to receive the Silver-Level BFC were adoption of a Complete Street Policy and the significant growth in on-street bike lanes that have been the result of the implementation of the policy. These actions in addition to the city's launch of bike sharing and new education and encouragement programs have led to an increase in bicycle usage in the community. This direct return-on-investment best demonstrates how well a community is doing to make bicycling a safe and convenient mode of transportation and recreation.

We have been following the city's process for the implementation of traffic calming measures, including bike lanes, on King Street. These actions will help make Alexandria a more attractive, vibrant and welcoming place for residents and visitors to bicycle and walk. We recognize it is has been a challenge dealing with an arterial street with high traffic volumes serving all transportation modes in a narrow corridor within a residential neighborhood. We support Alexandria's traffic calming proposals because we know these will provide a safer environment for all users, especially the most vulnerable pedestrians and bicyclists. Your success here will set the tone for further progress in Alexandria and serve as a model for other communities to become more bicycle (and pedestrian) friendly.

Looking to the future, we applaud plans to update the 2008 Pedestrian and Bicycle Plan that will lay out the plan for achieving the Platinum-Level Bicycle Friendly Community Award. Your approval of the King Street project will be a great first step.

Thank you for all that you are doing to make bicycling safer and more convenient for Alexandrians. Let us know if we can be of further help.

Sincerely,

Andy Clardy

11
3-15-14

submitted by
Richard Johnson

City Council Meeting

March 15, 2014

Docket #11

Honorable City Council Members:

I am Richard Johnson, a resident in the affected area of King Street.

I am here to support the recommendation of the Traffic & Parking Board to oppose Concept 2 in regard to King St.

Please turn down Mr. Baier's Concept 2 proposal and consider Option 3 proposed by members of the community. It strikes me that bike lanes are not appropriate on this 13,000 vehicle per day road that is only 30 feet wide by the most generous measurement.

Safe bicycling can be done on King Street riding with the traffic flow. Alternately, other trails such as the Masonic Memorial Trail mentioned in Option 3 offer less traffic to the less experienced or the more leisurely rider.

The proposed substitute parking by Mr. Baier's Concept 2 to replace lost parking on King Street, which will be inserted on Park Road and Carlisle Street, will impede emergency vehicle entry to the 19 homes on Park Road. This creates a serious fire hazard for the 18 homes on upper Park Road if these spaces are occupied. There is neither room for the fire trucks to get through nor any sidewalk to drive over. We just had a fire in the last few weeks! These are old houses. Instead of implementing safety measures this plan creates dangers for the residents.

Thank you for hearing me on this issue.

[TO BE PRESENTED CITY HALL COUNCIL CHAMBERS SATURDAY 9:30 AM.]

11
3-15-14

Jackie Henderson

From: aaronreastman@gmail.com
Sent: Friday, March 14, 2014 8:24 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47809: Mayor, Vice Mayor City Council I understand that Jim Durham recently se

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47809.

Request Details:

- Name: Aaron Eastman
- Approximate Address: No Address Specified
- Phone Number: 248-640-3368
- Email: aaronreastman@gmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: I understand that Jim Durham recently sent the Mayor, Vice-Mayor and City Council Members a letter regarding his involvement with Alexandria residents regarding the city's Concept 2 proposal for bike lanes on King St. Please find attached, the residents' side of the story.
- Attachment: <http://request.alexandriava.gov/GeoReport/UploadedFile.ashx/docx/952b11dd-612f-47a5-abd9-27f6e99ed1fb>
- Expected Response Date: Friday, March 21

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March 14, 2014

Mayor Euille, Vice-Mayor Silberberg and Council Members,

As I am sure you are all aware, at the most recent T&PB meeting, it was suggested that a group of citizens and bicyclists attempt to come together to talk about Concept 2 regarding bike lanes on King Street in an effort to come up with a better plan that we could all agree upon. From the resident's side, our group consisted of Lisa Beyer-Scanlon, Rich LaFalce and myself (AKA: Lisa's Group). The bicyclists side also consisted of three members, including Jim Durham (AKA: Jim's Group). We were excited to be part of this process and are disappointed to learn that the bikers ceased participation.

At our first meeting Jim's Group made it clear that they only represented themselves, and not a group, whereas we were there representing a group of neighbors. While that first meeting was fruitful as far as building relationships between opposing sides, we wanted to know if Jim and his team were going to be able to represent a larger group of bikers, as we did not think that an agreement between two neighborhood groups and 3 bikers was exactly representative of the biking community and wouldn't carry much weight with City Council. Lisa's Group also let Jim's Group know that since we were representing such a large group of citizens, that it was imperative that we take ideas back to our larger groups before committing to any solutions –and that process always takes a little time.

At the end of that first meeting, we tentatively scheduled a second meeting for later in the week, on Friday night. We raised some concerns with Jim's group regarding the process and ground rules they had established including the fact they only represented themselves. Although Jim provided quick responses to our concerns, we felt obligated to run those responses by the residents for whom we agreed to represent. We informed Jim by email that we would need to defer our Friday meeting to early in the following week. However, when Lisa called Jim on Monday morning to reschedule she learned that he had already concluded his participation in the meetings and had sent a letter to Mayor Euille, Vice-Mayor Silberberg and Council Members stating that Lisa's Group had pulled out of any future

meetings with Jim's Group.

Nothing could be farther from the truth. We were and remain committed to finding common ground and are most disappointed that they took our Friday night scheduling conflict as an opportunity to end the discussions..

Thank you for your time and consideration,

Aaron R. Eastman

2209 King St.



WASHINGTON AREA BICYCLIST ASSOCIATION

*submitted by
Gregory Bellinger*

2599 Ontario Rd. NW

Washington, DC 20009

P: 202.518.0524 F: 202.518.0936

WWW.WABA.ORG

March 13, 2014

Mayor William Euille and Alexandria City Council
301 King St., Room 2300
Alexandria, VA 22314

RE: Support of the King Street Traffic Calming Project

Mayor Euille and members of the Alexandria City Council:

I write today to express the Washington Area Bicyclist Association's support for the King Street Traffic Calming project. WABA represents more than 3,500 Alexandria members and supporters, as well as thousands more regional cyclists who wish to bike to and through the City. King Street is the most direct connection from western neighborhoods to the Metro station and Old Town.

- The proposed bike lanes will provide a safe place for people riding bikes to travel at their own pace.
- The bike lanes will allow automobile traffic to flow more smoothly. (This is a great benefit to car drivers who may feel stuck behind bicyclists going slowly up the long hill).
- The bike lanes will calm speeding traffic. Neighbors report that drivers often speed on this stretch of road. Bike lanes will calm this fast-moving car traffic, bringing drivers' speeds closer to the legal limit.
- The bike lanes will provide pedestrians a buffer from car traffic. The City of Alexandria recognizes the importance of projects like this one to users of all modes of travel. That is why the City has a Complete Streets Policy and should follow its letter and spirit here, as recommended by the City's own Transportation Director.

This plan is the result of an extensive public process and already reflects a compromise between advocates of safe streets and resident-consumers of on-street parking. In our view, it is a compromise that meets the needs of all and, properly implemented, can meet the commitments Alexandria has made to public safety in its 2008 Bicycle and Pedestrian Master Plan and its Complete Streets Policy.

Plans and policies depend on implementation, however. And the credibility of officials depends on their willingness to fulfill commitments made in their plans and policies.

WABA and its members have celebrated with you the adoption of these plans and policies that promise safer streets for people who bike. We ask that you live up to those promises by installing the bike lanes without further delay.

Sincerely,

Shane Farthing
WABA Executive Director

11
3-15-14
James Bender

Good morning all and thank you for the opportunity to speak on this important issue of land use and public health. My family of five lives in Del Ray where parking is at a premium. Because we can get to much of what we need to by foot, bike and public transportation, we are a one car family. I am a year round bike commuter clocking up to 50 miles per week. We chose Alexandria as our home in part because of the multiple ways to get around.

I am pleased that the City has chosen Complete Streets a part of their transportation strategy and policy. The American Planning Association says that many states and municipalities over the last 15 years have implemented the policy including Rhode Island; Oregon; Florida; Honolulu, HI; Columbia, MO; Buffalo, NY; Roanoke, VA; Kirkland, WA. There is a body of academic literature on the subject including a study of a project in Seattle found the policy resulted in less vehicle miles traveled, more physical activity and less pollutant emissions. <https://www.planning.org/research/streets/resources.htm>

The question has been raised as to whether by adding the bike lanes we will be making things more dangerous for bikes. As an urban biker of more than 35 years, I can assure you that nothing is more dangerous for us than the current situation. There is no way to get from upper King Street (Bradlee, TC Williams) to Old Town without using the King Street corridor. That means biking with the traffic, on the hill, or worse yet using a narrow sidewalk. I have had enough surprises when biking on a sidewalk to know that drivers do not expect to see a bike on a sidewalk. It is more dangerous for us than riding in the road where drivers are looking for traffic. Surely a dedicated lane is safer than the situation now.

I see the little white signs that line King Street warn of more more congestion if we adopt this plan. The number of car lanes is the same, the bikes and pedestrians get their own lanes. Logically more lanes for moving traffic will result in less congestion and separating out the non-motorized traffic from the motorized will result in less crashes involving bikes and peds.

The parking concern of those opposed to this change is even more mystifying. I agree that the one thing that is certain about this plan is that there will be less parking. Now I can understand why people would get concerned about losing parking that they need. But the City's study on the use of those spaces shows that they are woefully underutilized. An average of 2.43 out of 37 spaces are used. <http://alexandriava.gov/uploadedFiles/localmotion/info/gettingaround/TrafficParkingBoard-KingSt-20131125.pdf>

So what stands in the way of **increasing the traffic capacity of King street** and making it **safer for bicycles and pedestrians** is a few citizens concerns that they will lose **parking spaces that go mostly unused**.

In my mind we have to think about what future do we want for our City. Do we want to live in a city where the needs of cars and car owners trump those of non-motorized transportation? Do we want to continue to give over precious real estate to ever-expanding roads to accommodate vehicles that pollute, create noise and keep us from being physically active? Or do we want to pursue the balanced approach that the City adopted when it endorsed Complete Streets as policy.

Thank you for your time.

11
3-15-14

submitted by
Marguerite Lang

Ref: Docket Item #14-2406

Dear Mr. Mayor and Members of City Council

The Rosemont Citizens Assn. Executive Board believes that almost everyone would agree with the principle of encouraging safe bicycle riding on our streets. There is a difference between a general principle and a particular situation, which we learned a few years ago. There came before City Council then a proposal for an apartment building on the King Street Metro parking lot. The "smart growth" principle advanced was that high density should obtain around metro stops. Many of us argued that even though we agreed with the general principle the particular situation of the King Street Metro parking lot did not warrant a building on its lot. We argued that in the future more bus bays, etc. would be needed. City Council wisely sided with us and today we are told there is hardly enough room on the parking lot to accommodate all the different transportation modes.

We believe the proposal for bike lanes on King Street is similar. That stretch of King Street is in a particular situation. One would be hard pressed to find in Alexandria on a thirty foot wide residential street, as long a block face with a similar volume of traffic that has no on- street parking. In addition they are on a hill so steep that the properties on the Rosemont side have a steep drop-off. Presently, some homeowners back into their driveways because that makes it safer to drive out onto King Street. Not many of the rest of us find ourselves in that circumstance. For these people there is no alternative parking for visitors, contractors, delivery trucks, postal trucks, ambulances, etc. except on-street parking. What are they to do if the bulk of the on-street parking is removed?

One has to presume that this proposal is not meant for the present day volume of bike ridership on that stretch of King Street but rather is meant to increase the ridership at least ten fold. One must also presume that a good portion of this ridership will use the King Street metro to go to work. Therein lies a future dilemma. From the King Street Metro we have two major choke points for traffic that the City can do nothing about. They are the railroad underpasses at King Street and at Commonwealth Avenue. How are they to be made safe?

We would recommend that you accept the Traffic & Parking Board's recommendation, including the part that makes the two groups work to a balanced solution 60 days from today and that you also compel the T & ES department to be part of that work group since you are the only body that has that authority.

11
3-15-14

Jackie Henderson

From: randy@dingwell.net
Sent: Monday, March 17, 2014 2:24 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47869: Mayor, Vice Mayor City Council Mayor, Vice Mayor, and City Council memb

Dear *Call.Click.Connect.* User

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Request Details:

- Name: Randolph Dingwell
- Approximate Address: No Address Specified
- Phone Number: 561-818-2656
- Email: randy@dingwell.net
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Mayor, Vice Mayor, and City Council members, Thank you for the time and effort you put into the preparation for and conduct of last Saturday's consideration of the King Street Project. All of you had obviously studied the proposal and alternatives in detail, and you gave each speaker your attention throughout a long day. Good job all.
- Expected Response Date: Monday, March 24

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3-15-14

Jackie Henderson

From: davewegner@gmail.com
Sent: Friday, March 14, 2014 10:05 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47812: Mayor, Vice Mayor City Council Mr. Mayor, Ms. Vice Mayor, and Council M

Dear *Call.Click.Connect.* User

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Request Details:

- Name: David Wegner
- Approximate Address: No Address Specified
- Phone Number: 7035356960
- Email: davewegner@gmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Mr. Mayor, Ms. Vice Mayor, and Council Members,

I wrote to you on 23 February regarding the discussion on the King Street bike lane proposal, and I appreciate your responses.

As you consider your positions on this issue prior to tomorrow's council meeting, I urge you to examine the current situation on Janney's Lane. After months of observing damage to parked vehicles, pedestrian hazards, and cars and trucks drifting into oncoming traffic at high speed, I believe that the implementation of "Complete Streets" on Janney's Lane has failed to fulfill the intent of that approach. The changes to Janney's Lane have benefited one constituency: cyclists. Pedestrians are not safer; drivers are not safer. Residents, including all the children that attend MacArthur Elementary and Bishop Ireton, are not safer.

Please consider that the incomplete implementation of Complete Streets on Janney's Lane has put a damper on the quality of life in what is otherwise a vibrant neighborhood. No crosswalks, high-visibility signs, or other Complete Streets elements were installed, and because the bike lanes don't extend the length of the street, they don't act as traffic calming measures for a large part of the street. Vehicle speeds remain high on the street.

Thank you for your consideration on this matter.

Very respectfully,

Dave Wegner
519 Janney's Lane

- Expected Response Date: Friday, March 21

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11
3-15-14

Jackie Henderson

From: jimandcarey48@comcast.net
Sent: Tuesday, March 18, 2014 8:13 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47902: Mayor, Vice Mayor City Council March 18, 2014 Mayor Euille, Vice May

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47902.

Request Details:

- Name: Jim Durham
- Approximate Address: No Address Specified
- Phone Number: 703-508-0762
- Email: jimandcarey48@comcast.net
- Service Type: Mayor, Vice Mayor City Council
- Request Description: March 18, 2014

Mayor Euille, Vice Mayor Silberberg, and Council Members,

Thank you. Thank you for your vote on Saturday, thank you for your time to thoroughly understand the issues, and thank you for your advice and feedback on Saturday, as well as earlier. For example, in a discussion with a few of us on January 22, Councilman Smedberg suggested changing the tenor of future advocacy efforts to be more respectful and factual; at that point we were unaware that an appeal process was about to be announced! I trust that you will agree that BPAC and other community members who supported the project turned the corner on that issue. I assure you that respectful and factual dialogue is and will be a primary objective for any civic engagement of which I am a part. All of you have similarly provided useful feedback in our discussions; very much appreciated.

Our thanks also to the City Staff who examined every option with thoroughness, substantiated every input and assumption, and ensured that standards were met or exceeded. This was a tough engineering project, given the road dimensions, even before other elements of the project are considered.

Thank you for the direction for Staff to provide a report after 18 months of operation of the King Street safety improvements. It is important to predict, act, and then measure as a standard approach to making fact-based progress in Alexandria.

In closing, thank you for voting for safe and direct routes; Alexandria will be more bikeable and walkable as a result.

Best Regards,
Jim Durham
Chair, Alexandria Bicycle and Pedestrian Advisory Committee

- Expected Response Date: Tuesday, March 25

Please take the necessary actions in responding, handling and/or updating this request at the [Call.Click.Connect. staff interface](#).

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