

Jackie Henderson

From: cleocon@speakeasy.net
Sent: Sunday, February 23, 2014 6:31 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #46547: 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 46547.

Request Details:

- Name: Lawrence Conley
- Approximate Address: No Address Specified
- Phone Number: 703-548-7430
- Email: cleocon@speakeasy.net
- Service Type: Mayor, Vice Mayor City Council
- Request Description: I have attached a letter concerning the proposed King Street bicycle lanes and the objection thereto by the residents at 513 Janney's Lane.
- Attachment: <http://request.alexandriava.gov/GeoReport/UploadedFile.ashx/doc/a3233fec-2be9-4274-993b-1e5422183951>
- Expected Response Date: Monday, March 3

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Lawrence Emerson Conley, Esquire, and Keith D. Bell
513 Janney's Lane
Alexandria, Virginia 22302-4005

February 22, 2014
Via Email

City of Alexandria, Mayor
Members of the City Council
Traffic and Parking Board

Dear Sirs:

As residents on the north side of Janney's Lane in the 500 block, near the intersection of King Street and Janney's Lane, we would like to add our voices to those of our King Street and Janney's Lane neighbors in strenuously objecting to the gerrymandering of traffic lanes on King Street in order to attempt to add traffic lanes for bicycles. We are also writing to state our objection to the work that has already been done on Janney's Lane and to request that the centerline of the road be returned to its previous location.

Last year, the centerline of Janney's Lane was moved a substantial distance towards the north side of Janney's Lane and the parking spaces on the north side were made smaller. As an architect and a construction attorney, we question whether the current parking lane width or the width of the traffic lane on the north side of the street in front of our house is code compliant. I don't think you can realistically expect an ambulance or fire truck to stay within the currently marked traffic lane on the north side of the centerline and not hit a vehicle in the parking lane. I have measured the distance from the centerline to the parking lane in front of my house and it measures 9'-11". The distance from the curb to the outer edge of the parking lane demarcation measures 7'-0". THE DISTANCE, SIDE MIRROR TO SIDE MIRROR ON MY CAR MEASURES 7'-4". THIS IS UNACCEPTABLE ON A BUSY THOROUGHFARE, DO YOU NOT AGREE?

It is now impossible to leave a vehicle on the street for more than a few minutes during the day, or overnight, without near certainty that it will be hit. It has been suggested amongst neighbors that perhaps the City should start to receive the invoices for broken mirrors and other damage. Will you pay for the damage?

In essence, the City has decided unilaterally to effectively take away the parking spaces on the north side of the street. We have lived here for 28 years and it is very difficult to juggle multiple vehicles without the ability to park on the street, if only for a portion of the day.

In case anyone hasn't noticed, Janney's Lane has become increasingly congested, especially at morning and evening rush hours, as a result in large part, due to the construction of the behemoth military building at Beauregard Street. Each action the City takes appears to be a further exacerbation rather than a solution to the problem of traffic on our streets. There isn't enough room for the volume of cars and now you want to add dedicated bicycle lanes! Perhaps leaving things as they are, and with regard to the traffic lanes on Janney's Lane, returning to the status quo ante, is preferable to the misguided, if well-meaning, attempts of City planners.

Lawrence E. Conley

Keith D. Bell

Jackie Henderson

From: jesi3@Hotmail.com
Sent: Sunday, February 23, 2014 11:11 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #46530: Mayor, Vice Mayor City Council Please see the attached correspondence,

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 46530.

Request Details:

- Name: Jesi Carlson
- Approximate Address: No Address Specified
- Phone Number: 7036222810
- Email: jesi3@Hotmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Please see the attached correspondence, from the Taylor Run Citizens' Association. Thank you.
- Attachment: <http://request.alexandriava.gov/GeoReport/UploadedFile.ashx/pdf/560e2f34-6729-471e-8f74-605b1a79ae02>
- Expected Response Date: Monday, March 3

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February 23, 2014

Traffic and Parking Board
City of Alexandria
421 King Street
Alexandria, VA 22314

Dear Members of the Traffic and Parking Board,

The Taylor Run Citizens' Association ("TRCA") is writing this letter to support the city's efforts to make King Street safer for all users. However, while TRCA generally supports biking and bicycle facilities in Alexandria where appropriate, safe and sensible, it believes that the bike lanes proposed for King Street in the "King Street Bicycle Lanes and Pedestrian Improvement Plan" ("Concept 2") **are not** the best solution for all affected by this issue. We come before you with proposed solutions and a continued willingness to work with the city and others to achieve a safe plan that is best for our residents, our visitors and our future.

As you are aware, the TRCA Executive Committee voted (8 to 2) against Concept 2 in November 2013. However, it should be noted that while TRCA opposes Concept 2's current plan for bike lanes on the portion of King Street between Cedar Street and Janneys Lane, we support the pedestrian safety measures included in the plan and believe that they should be expanded. In the past several months, TRCA has made a number of suggestions, including the formation of a comprehensive working group to formulate a plan that works better and more safely for all parties involved. In fact, the "working group" concept, and "immediate implementation of the pedestrian safety measures" were both endorsed and recommended by the Traffic and Parking Board at your November 25, 2013 meeting. Unfortunately these recommendations have not been implemented and as a result many of TRCA's residents have felt disenfranchised and left out of the decision-making process.

TRCA continues to believe that it is in the best interest of the city to seriously consider viable alternatives to the dedicated bike lanes set forth in Concept 2. Specifically, TRCA spoke with the Executive Director of the George Washington Masonic Memorial, who has confirmed his willingness to permit an official bike route to run through the grounds of the memorial. Accordingly, bikers will have a safe, quiet and low traffic route to the King Street Metro (and the Amtrak/VRE station). Bikers will take a straight route from Janneys Lane, to Putnam Lane to Hilltop Terrace, and then ride through the Memorial grounds. In fact this route, a safe alternative to biking on King Street, already appears on the City of Alexandria's Bike Map, and is only slightly farther than riding on King Street. Depending on the time of day, it may even be

quicker. Alternatively, bicyclists can also take Putnam Lane to Hilltop Terrace to Upland Place, cross King Street at the new crosswalk (proposed in Concept 2) and continue on Walnut to access the metro via Russell Road or Commonwealth, which already has bike lanes. In addition, there are many streets throughout the city where sharrows have been determined to be more appropriate than dedicated bike lanes, including streets that appear to be wider than King Street. TRCA believes that sharrows may be a viable option for King Street, as at the very least, they will remind motorists that the road must be shared. In fact, sharrows were recommended in the 2008 Bicycle and Pedestrian Mobility Plan for the stretch of King Street in question.

TRCA believes that there is merit to the position that King Street is too narrow for the installation of the dedicated bike lanes proposed in Concept 2. Specifically, there are profound concerns about the ability of emergency vehicles and buses to safely pass each other on the roadway in emergency situations if the vehicle lanes are narrowed to provide dedicated bike lanes on both sides of the road. As others have indicated, such vehicles (with their mirrors and extensions) are wider than the lanes being proposed.

In an effort to slow speeding traffic, we suggest that the city install speed boards, which would reflect the driver's current speed and encourage a slowing of traffic (which is already set forth in Concept 2). Additionally, police patrols could be increased—nothing slows traffic more than a police car. Currently there is little to no traffic police presence on King Street. Alternatively, there are many times of day when traffic on King Street is already at a standstill and backed up the $\frac{3}{4}$ of a mile from Callahan to Janneys and does not need to be slowed further during those times. Any proposal to modify traffic on King Street must also take this issue into consideration as well to strike the appropriate balance. Furthermore, the plan should also incorporate proposed changes to the intersections of King and Callahan as well as Janneys and East/West Taylor Run Parkways.

Advocates for Concept 2 contend that the installation of dedicated bike lanes will provide a necessary buffer between traffic and pedestrians. Using bike lanes and the humans who occupy them seems to be transferring a problem from one potential accident victim to another and may not necessarily make King Street safer for all users. In addition, if the use of bike lanes is meant to increase the use on this stretch of King Street by inexperienced bikers and bikers who are unfamiliar with our neighborhood, they may be given a false sense of security about riding on King Street.

As we have already informed the city, TRCA does not feel that Concept 2 goes far enough for pedestrian safety. The Complete Streets Policy calls for "pedestrians" to be priority number one, followed by bikes, mass transit and finally automobiles. The sidewalks along portions of King Street are in such bad shape and littered with such impassible obstacles that pedestrians (especially those in wheelchairs or pushing strollers) find it necessary to go into the street to circumvent street signs or a telephone pole. The sidewalks on King Street certainly do not consistently meet federal standards. Any plan to make modifications to King Street should include a solution to these issues. TRCA most recently discussed these issues with Hillary Poole and Richard Baier at its February 19, 2014 Executive Committee meeting and was encouraged to hear that the city is looking at solutions for these problems.

In addition to the pedestrian safety measures outlined in Concept 2, which TRCA continues to support, we would like to see the following:

- Removal of (approximately 20) obstacles in the sidewalks
- Creation of an appropriate buffer between the sidewalk and the street. Since there is a limited amount of space and we do not feel that dedicated bike lanes are an appropriate buffer for this area, we concede that this may be best served through enhanced curbs
- Funding for sidewalk installation on side streets leading to King Street, especially approaching pedestrian crosswalks
- Enforcement of neighborhood maintenance of the sidewalks (free and clear of visual and physical impediments, snow, etc.)
- Additional crosswalks to ensure safe passage across King Street

Lastly, while many people have dismissed the impact facing those residents of King Street that will be losing their parking, it is important to point out that the loss of these parking spots impacts the entire neighborhood, not just the homes directly associated with the parking spots. The removal of these parking spots will result in increased parking on side streets, which are already highly congested with resident parking in the evenings and commuters who use our neighborhood as a parking lot during the day. This over-parking on our side streets exacerbates the delay and obstacles faced by emergency vehicles attempting to help our fellow neighbors. While these issues are by no means the paramount concern for many of the residents along King Street, they should not be discounted or trivialized as the problem of an elite few—the loss of parking significantly affects the surrounding neighborhood as well as those residents who will be losing the ability for vehicles to park in front of their homes.

In closing, TRCA respectfully requests that the Traffic and Parking Board recommend that the city refrain from implementing the dedicated bike lanes as set forth in Concept 2 at this time and consider viable alternatives.

Best regards,

/s/ Jesi J. Carlson

Jesi J. Carlson
President
Taylor Run Citizens' Association

/s/ Lisa Beyer-Scanlon

Lisa Beyer-Scanlon
Vice-President
Taylor Run Citizens' Association

Cc: Alexandria City Council
Alexandria City Manager's Office
Alexandria Transportation Commission
Alexandria Environmental Policy Commission
Alexandria Park and Recreation Commission
Mr. Richard Baier

Jackie Henderson

From: cwillman@hotmail.com
Sent: Saturday, February 22, 2014 7:20 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #46521: Mayor, Vice Mayor City Council Dear Mayor Euille and Members of the Cit

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 46521.

Request Details:

- Name: Christopher Ullman
- Approximate Address: No Address Specified
- Phone Number: 703-379-1906
- Email: cwillman@hotmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Dear Mayor Euille and Members of the City Council:

Greetings. I am a resident of the City of Alexandria, an avid cyclist and a member of WABA (Washington Area Bicyclists Association).

I live in Alexandria because it is friendly, beautiful and historic. I bicycle because it is fun, healthy and good for the environment. I am a member of WABA because I appreciate their efforts to promote bicycling in the Washington Metropolitan area.

I have been following the debate over the possible addition of bike lanes along King Street near the Masonic Temple. I have biked up that hill hundreds of times, and driven up and down that road even more times. I have concluded that putting formal bike lanes on King Street, thereby restricting traffic lanes even further, is a mistake.

Having biked extensively on King Street, I do not see the need for formal bike lanes. In my experience, cars and bikes have shared the road safely. Adding "bike icon decals" on the road, as the City has done on West Braddock near my house, which is across the street from Episcopal Seminary & High School, I believe is a good solution. Those decals remind drivers that bikes are also on the road while giving bikers and drivers discretion as to how to best work together on busy roads.

I am excited that more people are biking for pleasure and commuting. It's good for the environment and helps make bodies healthy. But narrowing traffic lanes will do little to nothing for bike safety and will further inconvenience drivers on an already busy and traffic-clogged King Street.

Thank you for your thoughtful consideration. I'd also appreciate it if you could forward this letter to the members of the Parking Board.

Sincerely,

Christopher Ullman
2212 Fort Ward Place
Alexandria, VA 22304
H +1-703-379-9106
M +1-202-641-2234

- Expected Response Date: Monday, March 3

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

Jackie Henderson

From: Jim Durham <jimandcarey48@comcast.net>
Sent: Friday, February 21, 2014 9:40 PM
To: Elaine Scott
Cc: City Council Aides; Jackie Henderson
Subject: Alexandria Bicycle and Pedestrian Advisory Committee letter to the Traffic and Parking Board
Attachments: 2014-0221 Letter to TPB.PDF

Ms. Scott,

Appreciate it if you would forward this email to Council member Pepper. I was unable to include the attachment via Call-Click-Connect or email directly to her. Thanks, Jim

From: Jim Durham [<mailto:jimandcarey48@comcast.net>]
Sent: Friday, February 21, 2014 9:32 PM
To: Robert Garbacz (bob.garbacz@alexandriava.gov)
Cc: 'Euille, William'; Allison Silberberg; John Chapman; Timothy Lovain; Paul Smedberg; 'Justin Wilson'; Rashad M. Young (rashad.young@alexandriava.gov); Rich Baier (Rich.Baier@alexandriava.gov); Hillary R. Poole (Hillary.Poole@alexandriava.gov); Jim Durham (jimandcarey48@comcast.net)
Subject: Alexandria Bicycle and Pedestrian Advisory Committee letter to the Traffic and Parking Board

Mr. Bob Garbacz,

Appreciate it if you would forward the attached letter to the Traffic and Parking Board. This letter requests that the Traffic and Parking Board support safety, mobility options and access to transit for all, particularly pedestrians, by recommending that City Council approve the King Street Traffic Calming project without further delay.

The basis for this request is summarized below and addressed in more detail in the attached letter.

1. This project is critical to providing safety, mobility options and access to transit for all.
2. Safety of pedestrians is paramount.
3. The City staff's engineering analysis for re-allocating space on King Street is sound and has been independently validated.
4. The City's civic engagement process resulted in the initial plan being modified to incorporate citizens' input.
5. There is no reason for delay. There are no viable options for meeting the intended safety objectives that have not been considered. There is no additional common ground beyond that identified and acted upon by City staff in the six months from June to December, 2013.

Thanks so much,

Jim Durham

Chair, Alexandria Bicycle and Pedestrian Advisory Committee

Website, Google Group, Facebook

February 21, 2014

Chairman Johnson, and Members of the Traffic and Parking Board,

I am writing as Chair of the Alexandria Bicycle and Pedestrian Advisory Committee and ask that you support the King Street Traffic Calming Project on the merits conveyed below.

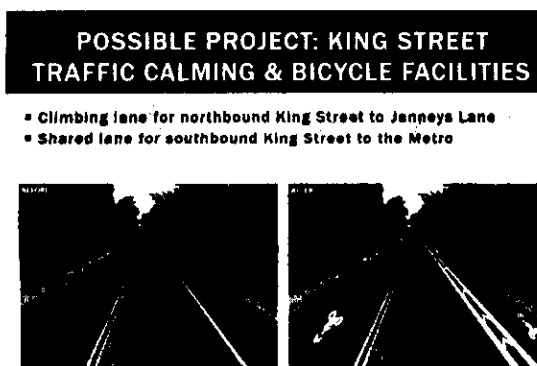
1. **This project is critical to providing safety, mobility options and access to transit for all.** Alexandria is the most congested city in Virginia and has appropriately adopted policies to aggressively encourage and promote availability of and access to transit. This project is NOT about a bike route, per se, it is about safety, mobility options and access to transit for all. Given the lack of parking at the King Street Metro, this project is critical to meeting the city's objective to encourage transit use.
2. **Safety of pedestrians is paramount.** I have talked with pedestrians on King Street, including nearby and other residents, staff from the Woodbine facility who commute by Metro, and runners, such as the Bishop Ireton track team. All of the pedestrians I talked with consistently mentioned (1) excessive traffic speeds and (2) proximity of sidewalks to motor vehicle traffic among their concerns; some also conveyed concerns for cyclists on sidewalks.

These three issues are foundational:

- (1) The need for traffic calming
- (2) Providing separation between pedestrians and motor vehicles and
- (3) Providing a safe and direct on-street route for cyclists as an alternative to potential sidewalk conflicts.

The City's compromise plan addresses all three. Other solutions do not.

3. **The City staff's engineering analysis for re-allocating space on King Street is sound and has been independently validated.** A peer-review by an engineering firm and a review by another independent expert agreed the city's plan met applicable safety standards.
4. **The City's civic engagement process resulted in the initial plan being modified to incorporate citizens' input.** At this point, all interested residents have had multiple opportunities to provide input and receive feedback.



Initial public outreach occurred with a presentation to the Taylor Run Civic Association (TRCA) on June 12, 2013 when the project was initially being considered as a possible project. The City showed a bike lane replacing parking on the north side of King Street as part of that presentation, but no concerns or objections were raised. Since June, there have been two public meetings, one hearing and multiple smaller meetings and exchanges of correspondence.

Figure 1: From June 12, 2013 Presentation to TRCA

- a. Based on resident feedback during the 6 months from initial engagement in June to December, 2013, the City staff made modifications to the plan including the following:
 - i. Reduced parking space removal from 37 parking spaces to 27 spaces by replacing proposed Bike Lanes with Sharrows west of Highland Place.
 - ii. Added parking in the neighborhood.
 - iii. Proposed a wider (5 foot) bike lane on the north side of King Street to improve sight lines for residents exiting their driveways.

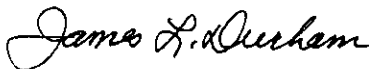
Bottom line: City staff engaged and modified the plan to incorporate resident inputs consistent with the intended safety objectives and applicable standards.

- b. Civic engagement issues in Alexandria are long-standing ones. As part of efforts to address this concern, City Council recently approved a Civic Engagement handbook. Presumably, Council would value the Traffic and Parking Board's constructive input on improvements that could be made in similar situations in the future.
5. **There is no reason for delay.** As suggested by the Traffic and Parking Board Chair, I met with Ms. Jesi Carlson, President of the Taylor Run Civic Association (TRCA). The purpose of the meeting, on Friday, 14 February, was to find "common ground". Although this meeting was my fourth discussion with Taylor Run area opponents of the City's King Street Traffic Calming plan, it was the most comprehensive and thoughtful, by far.

Other meetings with opponents of the King Street project included a brief conversation with a resident of 2407 King Street, Ms. Amy Lehmkuhler, during the week of September 23, 2013, a meeting of more than an hour with residents of 2413 King Street, Mr. and Mrs. Chris Curran on October 13, 2013, and discussions with a resident of 2207 King Street, Ms. Louise Welch, on November 17, 2013 at a meeting of the Alexandria Bicycle and Pedestrian Advisory Committee. **In all of these meetings, we discussed the residents' concern for the impact of the loss of parking and potential mitigations for those impacts .**

There are no viable options for meeting the intended safety objectives that have not been considered. There is no additional common ground beyond that identified and acted upon by City staff in the six months from June to December, 2013.

Summary: We ask that the Traffic and Parking Board support safety, mobility options and access to transit for all, particularly pedestrians, by recommending that City Council approve the King Street Traffic Calming project without further delay.



James L. Durham
Chair, Alexandria Bicycle and Pedestrian Advisory Committee (BPAC)

Copy to:

Mayor Euille, Vice Mayor Silberberg, Members of the City Council, City Manager, and Director, Transportation and Environmental Services

Jackie Henderson

From: tgamwrenoh@gmail.com
Sent: Wednesday, February 19, 2014 11:52 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #46321: Mayor, Vice Mayor City Council Bike lanes on King Street?
As a 22 year

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 46321.

Request Details:

- Name: Mary Reed
- Approximate Address: No Address Specified
- Phone Number: 571-271-7771
- Email: tgamwrenoh@gmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Bike lanes on King Street? As a 22 year resident of the city, in Northridge, i want to express my displeasure.....1, it's simply unsafe for cars and drivers and will add to the frequent congestion issues. 2, The slower and stopped cars contribute to exhaust and pollution. Bad enough that our traffic lights aren't synced to move traffic. 3, there's an excellent bike lane on Braddock Rd which is NOT overused. 4, bikers don't follow the rules of the road..... Rarely Signaling, stopping for stop signs and lights, or waiting their turns in traffic. King St is a main artery, not as wide as Braddock, and many have parking on the street only. Add a bike lane? It's a really bad idea! Besides, we're in the top 10 most indebted cities. Stop squandering money. Even small amounts count. Mary Reed. 1412 Dogwood Dr., Alexandria. Tgamwrenoh@gmail.com
- Expected Response Date: Wednesday, February 26

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Jackie Henderson

From: jrcolehound@yahoo.com
Sent: Tuesday, February 18, 2014 11:12 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #46284: Mayor, Vice Mayor City Council Dear Traffic & Parking Board:City re

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 46284.

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: Dear Traffic & Parking Board:

City residents, pedestrian and cyclist advocacy groups are again going meet with you to discuss the issue of bicycle transit lanes on King Street on 24 Feb. This is an opportunity for you to again review your rejection of Complete Streets Policy for King.

In November Concept 2 was presented to your board. While bicyclists agreed with the pedestrian improvements, Concept 2 required bicyclists to give up the continuous and separate car and bicycle transit lanes on this dangerous road section so that three times the amount of required parking could be given to the residents on King Street.

At your November meeting, a few residents in the Taylor Run neighborhood disagreed. They took an extreme position, saying that the Concept 2's compromise was not enough and their emotional protests were enough to sway your vote and the board rejected this compromise because there was insufficient middle ground one board member claiming it had "no meat".

When the King Street Concept 2 plan again comes before you please consider these important points:

1. Concept 2 is middle ground already. When opponents say that there is no compromise, they reveal themselves as less than honest representatives of the facts because we bicyclists already gave too much by trading continuous separate bicycle transit lanes for their parking.
2. Complete Streets is a Successful Policy that already helps Taylor Run Citizens' Association: Bicyclists and pedestrians are very proud and supportive of the City Council that is promoting a Complete Streets policy, a policy that requires selected streets be designed or retrofitted to accommodate foot traffic, bicycle traffic and transit traffic. It is a policy that understands that traffic means more than cars. The complete Streets policy is one of the key reasons our city now has very desirable neighborhoods like Braddock Road Metro area, Mt Vernon Avenue and yes, the Taylor Run neighborhood on Janneys' Lane. Families within walking distance to MacArthur School benefit every day from the increased pedestrian and cyclist safety and reduced car speeds. Yet despite these benefits enjoyed by the association, they voted 8-2 to reject Concept 2 for King Street. They did not reject Concept 2 because they wanted more safety, but because the kind of safety afforded to Janneys' lane requires removal of 17 unused parking spaces on King Street.
3. Traffic demands are only going to increase. King Street is a major choke point to the city's largest and most complex transit hub in the State. Four bus systems, (WMATA, DASH, FFX County Connector), three heavy rail commuter systems (METRO & VRE), the National Railroad (AMTRAK) and 7 of our city's roads all meet in one spot. We cannot maintain a system where the only traffic allowed is car traffic. To succeed, we must provide for

even more foot, bike and transit traffic.

4. There is no more space on the streets to accommodate more cars (moving or parked) The Taylor Run neighborhood is already dealing with heavy traffic & dysfunctional road during peak hours Duke, King, Janneys' and W. Taylor Run are so packed that running a simple errand to pick up your child at McArthur or grab some groceries can waste hours. So accommodating car use by adding more parking spaces or widening car lanes will only encourage more drivers with cars. It is like trying to solve obesity with a bigger belt – it won't work. We need more bike, foot and transit traffic.

5. There are no alternate routes. Virginia state law says bikes can use roads including King Street. And although cyclists are the minority in this city, that doesn't mean the cyclists should be forced to take the back roads, or in terms of safety told to get to the back of the line, use the back door or ride in the back of the bus. The Masonic Temple is private property, it not designed for bicycle transit route and will not get plowed during heavy snows. It might work for recreation but we are not playing when we are going to work.

6. Cyclists and pedestrians walk & ride King Street today and they need safety now. Those opposing the bicycle transit lanes say 'biking is too dangerous on king street, therefore we should not encourage it by putting bike lanes!' Well these claims are a giant problem for cyclists and pedestrians because we already use this road. We use it every day to get to the metro, work, do errands and get exercise. Safety delayed is safety denied.

Chairman Johnson & Board Members, it is time to put Complete Streets on King Street. The meat is there - safe bike and pedestrian improvements with slower cars. The city staff also put in some extra fat too– by giving the parking lobby more than they need. Vote yes to Concept 2 because it gives us the best transportation future for Alexandria.

Randy Cole

3-Year President of Taylor Run Citizens' Association

Traffic & Parking Board Member

Bicycle Commuter: Capitol Hill, Pentagon, Old Town, Clarendon, Belle Haven Marina

- Attachment: <http://request.alexandriava.gov/GeoReport/UploadedFile.ashx/docx/b9132529-5a19-4f9a-b467-ca0c0f762695>
- Expected Response Date: Tuesday, February 25

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Dear Traffic & Parking Board:

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In November Concept 2 was presented to your board. While bicyclists agreed with the pedestrian improvements, Concept 2 required bicyclists to give up the continuous and separate car and bicycle transit lanes on this dangerous road section so that three times the amount of required parking could be given to the residents on King Street.

At your November meeting, a few residents in the Taylor Run neighborhood disagreed. They took an extreme position, saying that the Concept 2's compromise was not enough and their emotional protests were enough to sway your vote and the board rejected this compromise because there was insufficient middle ground one board member claiming it had "no meat".

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3. Traffic demands are only going to increase. King Street is a major choke point to the city's largest and most complex transit hub in the State. Four bus systems, (WMATA, DASH, FFX County Connector), three heavy rail commuter systems (METRO & VRE), the National Railroad (AMTRAK) and 7 of our city's roads all meet

in one spot. We cannot maintain a system where the only traffic allowed is car traffic. To succeed, we must provide for even more foot, bike and transit traffic.

4. There is no more space on the streets to accommodate more cars (moving or parked) The Taylor Run neighborhood is already dealing with by heavy traffic & dysfunctional road during peak hours Duke, King, Janneys' and W. Taylor Run are so packed that running a simple errand to pick up your child at McArthur or grab some groceries can waste hours. So accommodating car use by adding more parking spaces or widening car lanes will only encourage more drivers with cars. It is like trying to solve obesity with a bigger belt – it won't work. We need more bike, foot and transit traffic.

5. There are no alternate routes. Virginia state law says bikes can use roads including King Street. And although cyclists are the minority in this city, that doesn't mean the cyclists should be forced to take the back roads, or in terms of safety told to get to the back of the line, use the back door or ride in the back of the bus. The Masonic Temple is private property and cannot be designated as a route by the city. Additionally bike lanes on King Street will get plowed during heavy snows so bike transit can continue.

6. Cyclists and pedestrians walk & ride King Street today and they need safety now. Those opposing the bicycle transit lanes say 'biking is too dangerous on king street, therefore we should not encourage it by putting bike lanes!' Other claims are for more negotiation. Well these claims are a giant problem for cyclists and pedestrians because we already use this road. We use it every day to get to the metro, work, do errands and get exercise. Safety delayed is safety denied.

Chairman Johnson & Board Members, it is time to put Complete Streets on King Street. The meat is there - safe bike and pedestrian improvements with slower cars. The city staff also put in some extra fat too- by giving the parking lobby more than they need. Vote yes to Concept 2 because it gives us the best transportation future for Alexandria.

Randy Cole

3-Year President of Taylor Run Citizens' Association

Traffic & Parking Board Member

Bicycle Commuter: Capitol Hill, Pentagon, Old Town, Clarendon, Belle Haven Marina

Jackie Henderson

From: Jackie Henderson
Sent: Monday, February 10, 2014 12:59 PM
To: Allison Silberberg; bill euille; del pepper; Jane McDonald; John Chapman; justin wilson; lashawn timmons; lillian thompson; mark mchugh; nancy lacey; nancy lavalle; paul smedberg; tim lovain; wendy donohue
Subject: FW: Letter for Traffic and Parking Board members, c.c. to City Council
Attachments: TPB Memo .pdf

-----Original Message-----

From: Bob Garbacz
Sent: Monday, February 10, 2014 12:00 PM
To: Jackie Henderson
Cc: Sandra Marks
Subject: FW: Letter for Traffic and Parking Board members, c.c. to City Council

Jackie - Mr. Buckley is requesting that the attached memo be forwarded to Council

Thanks,
Bob

-----Original Message-----

From: Frank Buckley [<mailto:fbuckley@gmu.edu>]
Sent: Monday, February 10, 2014 11:33 AM
To: Bob Garbacz
Subject: Letter for Traffic and Parking Board members, c.c. to City Council

Dear Mr. Garbacz:

Could I please ask you to share the appended with the members of the city's Traffic and Parking Board, and also with members of city council?

I am sorry to bother you with this, but I don't have their emails.

Many thanks,

Frank Buckley

--
F.H. Buckley
Foundation Professor
George Mason School of Law
3301 Fairfax Ave.
Arlington VA 22201
web: <http://fhbuckley.com>
web: <http://buckleymix.com>

MEMORANDUM

To: Members of the Traffic and Parking Board (“TPB”), c.c. Alexandria City Council

From: F.H. Buckley, Aaron Eastman, Abbie Eastman and Esther Goldberg

Re: Proposal to install dedicated bicycle lanes on 2200-2500 King Street

Date: Feb. X, 2014

We thank you for your work and urge you to reject the proposal to install dedicated bicycle lanes and remove parking spaces on King Street. The proposal would direct bicycles down an unsafe street even though safe and attractive alternatives are available.

1. *The Illegality of the Director’s Decision.* The December 20, 2013 decision of the Director of Transportation and Environmental Services (the “Director”) to install bike lanes was made without authority and is illegal. See Appendix A.

2. *The Director’s Decision is factually flawed and places lives at risk.* See Appendix B. The Director declines to respond to our charges of factual error. Instead he has announced that “we have to get people out of cars and onto bicycles.” As a social engineer, making an ideological point, he is not entitled to the deference due a true engineer.

3. *Alternate Solutions Are Available.* In place of the proposed unsafe bicycle route, there are safe alternate routes. See Appendix C.

4. *Resident Safety.* Under City Ordinance 5-8-3, the authority of the TPB over safety issues relating to parking extends to the heightened danger to residents when their parking is taken from them. On-street parking provides the “eyes on the street” which as Jane Jacobs noted makes cities safer. This is a point of great concern to residents, when in the last six months two people were killed and one shot within a mile from us. See Appendix D.

5. *Mr. Posey Must Not Be Permitted to Participate in the Board’s Deliberations.* The TPB plays and has played a crucial role in defending the integrity of city government, and its deliberations must be consonant with principles of natural justice. Were the TPB to agree to remove parking lanes, a court would find this improper if Kevin Posey had participated in the TPB’s deliberations. See Appendix E.

Appendix A: Mr. Baier's Decision Was Made without Authority

The TCB is crucially important in establishing a form of separation of powers that prevents the abuses of authority we have seen in Mr. Baier. We are told that his December 20, 2013 letter was not the first time he purported to overrule the TPB, and this is shocking.

Alexandria has a city manager form of government that prevents City Council from interfering in the Director's decisions (City Code § 4.04). That protects city administration from micromanagement and corrupt political influence, but at the same time gives rise to the problem of an out-of-control Director. To prevent this, city ordinances (1) require the Director to submit his plans for approval by the TPB, and (2) require the Director to comply with the decisions of the TPB unless he appeals them to Council which then overturns them.

The Director Has Exceeded his Authority

The Director first asked the Traffic and Parking Board (the "TPB") to inquire into the question of the bicycle lane, as he was required to do by City Ordinance sections 5-8-2 and 5-8-3.

*Sec. 5-8-2 Meeting; consideration of matters concerning traffic, parking and taxicabs. The traffic and parking board shall meet at least once each month **and all matters concerning traffic, parking and taxicabs, shall be presented to the board for its consideration prior to action by the director of transportation and environmental services or presentation to the city council.** (Code 1963, Sec. 22-21) (bold face added)*

Sec. 5-8-3 Duty and authority generally. It shall be the duty of the traffic and parking board to, within the limits of the funds at its disposal, investigate, study and analyze traffic and parking problems within the city, receive complaints having to do with traffic and parking matters, devise plans, methods and means to control and relieve parking and traffic

congestion, have jurisdiction over taxicabs and buses and their owners and operators as specified in title 9, chapter 12 of this code, control parades within the city, prepare reports on traffic, parking and taxicabs, and render advice and make recommendation to the city manager, the city planning commission and, through the city manager, to the city council and other officers and agencies of the city government. (Code 1963, Sec. 22-22; Ord. No. 3345, 11/22/88, Sec. 1)

These sections make it clear that the Director lacks the power to bypass the TPB.

The TCB held its hearing on November 25, 2013 and postponed a decision on bicycle lanes. Section 5-8-162 then provides what is to happen when the Director rejects the recommendation of the TPB, as he did here in his December 20 letter.

In the event the board's recommendation does not fully support the director's proposed action, the director may appeal the matter to city council. In the event the board's recommendation supports, in whole or in part, the proposed action, any person who owns or leases property immediately adjacent to the public street or portion thereof affected by the proposed action and who would be aggrieved by the proposed action if it were implemented by the director in accordance with the board's recommendation may appeal the matter to city council. An appeal under this subsection shall be filed with the clerk of city council within 15 days of the board's recommendation. Within 10 days of the filing of an appeal, the board shall forward in writing its recommendation, along with its reasons in support thereof, to the clerk who shall then docket the appeal for the next regularly scheduled public hearing before council. The clerk shall also provide notice of such hearing by causing an advertisement stating the time, date and place of the hearing before council, the name and location of the public street involved and the nature of the hearing to be prepared and published at least seven (7) working days before the hearing in a newspaper of general circulation published in the city. Following the public hearing, council shall approve, reject to modify, in whole or in part, the director's proposed action. (bold face added)

The Director was required to appeal the decision to City Council, if he wished to proceed with the matter. He did not, and any unilateral act on his part is without authority and illegal.

In his Dec. 20, 2013 letter, the Director denied that he needed to appeal the TPB decision to City Council, "as the design of this project pertains to the safety of roadway users." This assumes, however, that the Director is solely charged with safety decisions and that the TCB has no authority on such issues. This is false. Ordinance section 5-8-160 specifically charges the TPB to address safety concerns: "**The purpose of this article is ... to facilitate the safe and expeditious movement of vehicular traffic**" (bold face added). In furtherance of that end, the TPB is charged with enforcing safety standards under Ordinance section 5-8-161, which deals with the width of streets and sidewalks.

Moreover, having first asked the TCB to decide the matter, the Director is estopped from ignoring its device.

The purpose of these provisions is abundantly clear. They are designed to ensure that an out-of-control Director does not abuse his authority and ignore the advice of the TPB which is asked to study the matter and seek the advice of residents. The provisions are designed to promote ordered and democratic government, and it would be a scandal were they ignored.

The Director lacks the authority to proceed under Ordinance 10-2-8

Ordinance 10-2-8 provides a different method for effecting a change to a "control device."

Sec. 10-2-8 Change of controls established by director of transportation and environmental services. Any person desiring to remove or change any control device established by the director of transportation and environmental services shall first apply to the traffic and parking board. After a hearing is had before the board, the board shall forward its recommendation to the city council and such person may apply to the city council for a further hearing. The city council shall have the power to retain, remove or change any control; provided, that the council shall first examine the recommendation from the traffic and parking board, receive a report on the matter from the director of transportation and environmental services and hold a hearing in relation thereto. (Code 1963, Sec. 22-35)

This section cannot be read to render Ordinance section 5-8-3 a dead letter. Section 5-8-3 is the more general section, and section 10-2-8 the more narrow one. Moreover, section 10-2-8 refers only to the Director's power to effect changes of "controls." The term "controls" is defined in the previous section:

Sec. 10-2-7 Traffic controls requiring action by city council. *The following shall be established by the director of transportation and environmental services only when authorized by action of the city council:*

- (1) *one-way streets;*
- (2) *parking meter zones;*
- (3) *traffic lights;*
- (4) ***prohibition of parking on more than one-half of any city block, including both street sides;***
- (5) *transit routes, and*
- (6) *truck routes.*

(Code 1963, Sec. 22-34; Ord. No. 4200, 5/12/01, Sec. 1) (bold face added)

The Director proposes unilaterally to remove parking on more than one-half of a city block, and this is plainly made illegal by section 10-2-7(4). Once again, the provision is designed to curb the power of an overreaching Director.

Further, the Director is estopped from relying on section 10-2-8, having properly begun the process by relying on section 5-8-3.

Appendix B: The Proposed Plan is Factually Flawed

The Plan contemplates two car lanes of 10.5 feet each, and two bike lanes totaling 9 feet. Add to this a foot for the double yellow stripe in the center and another foot for each of the 6 inch stripes between the auto and bike lanes, and this contemplates a street which is 32 feet wide. However, the street is only 30 feet wide in front of my house and 29 feet wide elsewhere. With a street 29 feet wide, this would result in car lanes that are only 9 feet wide. Virginia's Size, Weight and Equipment Requirements for trucks, trailers and towed vehicles, published July 1, 2013, page 2 states that the maximum width of commercial vehicles is 102 inches, or 8.5 feet, excluding mirrors which can stick out up to a foot on either side making the total width of these vehicles 10.5 ft. – the exact width of the proposed vehicular traffic lanes. City buses are 8 feet wide, and 10 feet wide when rear view mirrors are considered.

In general, the Plan fails to comply with the Bicycle Road Safety Audit Program of the Federal Highway of the U.S. Department of Highways (“Audit Program”), at http://safety.fhwa.dot.gov/ped_bike/tools_solve/fhwasal2018/#chap2.4. It also fails to comply with the policies of the Guide for the Development of Bicycle Facilities, American Association of State Highway and Transportation Officials (“AASHTO Guide”) (1999).

1. The Street would be too Narrow for Cars

The AASHTO Guide recommends a lane width of 14 feet for cars, and 15 feet on steep hills, if the road is to be shared with bicyclists. (p.17.)

2. The Bike Lanes Would be too Narrow

The Plan contemplates a downhill, shared bike lane width of 4 feet. However, this is less than the 5 feet recommended by the AASHTO Guide where there is a heavy volume of traffic, with buses and trucks. AASHTO Guide, pp.5, 23.

3. Traffic Density on King Street Militates against a Bike Lane

“Consideration should be given to the roadway functional classification, vehicle speeds, traffic volumes, vehicle classification, use and/or designation of the bicycle route, and access to cyclist destinations to determine if the type of accommodation is appropriate.” Audit Program, A.3.1.

3. *The Street is too Steep for Bicyclists*

Grades greater than 5 percent are undesirable because the ascents are difficult and the descents cause the bicyclists to go too fast. AASHTO Guide, p. 39.

“Steep downgrades and lack of superelevation may contribute to loss of control issues for even the most experienced bicyclists.” Audit Program, A.2.3.

“Cyclists on ascent up a steep grade may need additional operating width because of the greater speed differential from motor vehicle speed and because bicycles are less stable at low speeds.” Audit Program, A.2.6.

We believe that the Director’s proposal would offer a “sharrow” for the downhill portion, and not a dedicated bike lane. Yet the Audit Programs policies contemplate either dedicated lanes or no lanes at all.

“[S]hared lanes are typically appropriate on low-speed, low-volume roads. Bike lanes or separated facilities may be more appropriate on high-speed, high-volume roads. Adequacy of the separation distance of these facilities is a function of vehicle speed, volume, and composition. Beyond meeting minimum standards, the width of on-road facilities should consider the wind impacts from passing heavy vehicles.” Audit Program, A.2.4.

4. *Dangers from Cars Backing Out*

There are many homes on the 2200-2500 block of King Street where homeowners must back up their cars to exit their driveways. The Audit Program notes the dangers this creates for bicyclists. “Driveways and entrances should be well-defined and clear of obstructions so that driver and cyclist actions are consistent and predictable. Multiple driveway access points increase the number of conflict points for cyclists.” Audit Program, A.3.3.

Appendix C: A Feasible and Superior Compromise

Those who demand dedicated bike lanes all along King Street must recognize that the proposal would not give them that. It does not call for a dedicated lane from the train station to the 2200 block, or from the 2500 block to Janeys Lane. The bicyclist is routed from the train station along Commonwealth and up Rosemont to the 2200 block of King Street; and at the 2500 block from Upland and Hilltop to Putnam and Janeys. In short, bicyclists would be directed to off-streets, and the principle of an unfettered absolute right to a dedicated bicycle lane on King Street has already been abandoned.

Having conceded this, there is little reason why a dedicated bicycle lane is needed on only a portion of King Street, from the 2200 to 2500 block, a very unsafe street at that. We therefore recommend that the proposed plan be amended and that bicyclists be directed to safe alternative routes that see little traffic.

- Cyclists could be routed along Commonwealth, and then along a Rosemont-North View-Walnut-Upland-Hilltop-Putnam route to Janeys. This indeed is the route taken by residents of King Street who bicycle. It is also the route that the city proposed in its initial bicycle plan.
- By far the safest route and easiest climb would take the bicyclist up the Masonic Temple, and then connect naturally to Hilltop and Putnam to Janeys. This would require the approval of the Masons, and such approval is being sought.

Appendix D: Street Parking Promotes Safe Streets

The following excerpt from an article in *The Atlantic* describes how neighborhoods are made safer by “eyes on the street,” with residents who observe what happens on their streets. On-street parking serves this goal. It is not served by the passing cyclist, particularly those who keyed our cars, stole our signs and threatened one of us with physical violence.

Sarah Goodyear, A New Way of Understanding 'Eyes on the Street', The Atlantic, July 22, 2013

Even if you've never read The Death and Life of Great American Cities, Jane Jacobs's 1961 masterpiece of urban observation and theory, you probably are aware of one of its key concepts: the value of "eyes on the street."

Jacobs wrote that in order for a street to be a safe place, "there must be eyes upon the street, eyes belonging to those we might call the natural proprietors of the street."

These words have been repeated countless times in the 50-plus years since Jacobs wrote them. But it is worth going back to the idea at this particular moment in history, and asking what those eyes are doing....

The poster shows an image that Jacobs would have loved: an older woman leans out of her window, surveying the street scene, while a young boy rides by on a bicycle and a mother and child read together on a stoop. "I don't watch my neighbors," says the copy. "I see them. We make our community safer together."



Appendix E: Kevin Posey Must Not Be Permitted Participate in the Board's Deliberations

Were Mr. Posey to participate in the decision of the Traffic and Parking Board on the subject of bicycle lanes on King Street, the objective observer would conclude that this violated elementary principles of natural justice. Under administrative law, petitioners are entitled to be heard by neutral decision-makers, whose findings will not be affected by bias, prejudice or personal animosity. On each of these standards, the objective observer would conclude that Mr. Posey is called upon to recuse himself, lest his participation in the deliberative process impeach the committee's decision. A last minute apology by him would not suffice.

1. To the objective observer, Mr. Posey has demonstrated his *bias* on the issue. He is an extremely partisan protest leader and one of the principal champions of bike lanes on King Street. On Sept. 30 and Oct. 1, 2013, he wrote on the GreaterGreaterWashington blog about King Street bike lanes that:

If a community can't replace empty parking lanes with bike lanes along a dangerous street, what chance do they have at replacing travel lanes? ... Bottom line: this is a slam-dunk if those who support bike/ped safety make their voices heard. Now is not the time for capitulation. ... [T]his is about as easy a decision as we will ever see. That's why a loss would be so devastating to commuter cycling. At <http://greatergreaterwashington.org/post/20292/alexandria-delays-king-street-bike-lanes/>

2. Mr. Posey is would reasonably be thought to be *obsessed* with the question of bike lanes on King Street. In a twitter account devoted almost entirely to bicycles, he has over the last several months contributed many hundreds of tweets on the subject of King Street bike lanes.

3. Mr. Posey regards opposition to the bike lanes on King Street as *immoral*.

See "Convenience versus Safety: Alexandria's Recurring Choice," *Del Ray Patch* Posted by Kevin H. Posey, October 26, 2013 at 03:54 PM , at <http://delray.patch.com/groups/kevin-h-poseys-blog/p/convenience-versus-safety-alexandrias-recurring-choice>.

Real immorality comes from politicians who refuse to make #CompleteStreets a priority. Their inaction allows such mayhem. (Jan. 5 tweet).

4. Mr. Posey has demonstrated that his *mind is closed* on the issue. He is entirely partisan and opposes the examination of any evidence on the issue that would oppose bike lanes on King Street. This includes the deliberations of the TPB.

@AlexandriaPatch City staff have exhaustively studied this project & its impacts. More study is waste of taxpayer \$ and puts lives at risk. (Jan. 14 tweet).

Should cities strategically waive the need for public hearings? Yes, #AlexandriaVA paralyzed by constant hearings. (Dec. 12 tweet).

5. Mr. Posey has expressed *contempt* for those who opposed bike lanes on King Street. He has even accused those who reported that anti-bike lane signs were stolen of committing the crime of making a false police report. He did this after he was told that police reports of the thefts had been made.

Intrigue! Am now skeptical after being hoodwinked by 1st round of sign theft claims, later seeing exact same ones in exact same spots. (Jan. 12 tweet).

Making up stories about that same group isn't cool, either. (Jan. 12 tweet).

It appears that story about all signs being taken may not be true. Exact same signs are still in the exact same positions. (Jan. 5 tweet).

I expect these signs next: War is peace. Freedom is slavery. Ignorance is strength. #Orwell (Jan. 2 tweet).

Jackie Henderson

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MEMORANDUM

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Moreover, having first asked the TCB to decide the matter, the Director is estopped from ignoring its device.

The purpose of these provisions is abundantly clear. They are designed to ensure that an out-of-control Director does not abuse his authority and ignore the advice of the TPB which is asked to study the matter and seek the advice of residents. The provisions are designed to promote ordered and democratic government, and it would be a scandal were they ignored.

The Director lacks the authority to proceed under Ordinance 10-2-8

Ordinance 10-2-8 provides a different method for effecting a change to a “control device.”

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This section cannot be read to render Ordinance section 5-8-3 a dead letter. Section 5-8-3 is the more general section, and section 10-2-8 the more narrow one. Moreover, section 10-2-8 refers only to the Director’s power to effect changes of “controls.” The term “controls” is defined in the previous section:

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The Director proposes unilaterally to remove parking on more than one-half of a city block, and this is plainly made illegal by section 10-2-7(4). Once again, the provision is designed to curb the power of an overreaching Director.

Further, the Director is estopped from relying on section 10-2-8, having properly begun the process by relying on section 5-8-3.

Appendix B: The Proposed Plan is Factually Flawed

The Plan contemplates two car lanes of 10.5 feet each, and two bike lanes totaling 9 feet. Add to this a foot for the double yellow stripe in the center and another foot for each of the 6 inch stripes between the auto and bike lanes, and this contemplates a street which is 32 feet wide. However, the street is only 30 feet wide in front of my house and 29 feet wide elsewhere. With a street 29 feet wide, this would result in car lanes that are only 9 feet wide. Virginia's Size, Weight and Equipment Requirements for trucks, trailers and towed vehicles, published July 1, 2013, page 2 states that the maximum width of commercial vehicles is 102 inches, or 8.5 feet, excluding mirrors which can stick out up to a foot on either side making the total width of these vehicles 10.5 ft. – the exact width of the proposed vehicular traffic lanes. City buses are 8 feet wide, and 10 feet wide when rear view mirrors are considered.

In general, the Plan fails to comply with the Bicycle Road Safety Audit Program of the Federal Highway of the U.S. Department of Highways (“Audit Program”), at http://safety.fhwa.dot.gov/ped_bike/tools_solve/fhwasal2018/#chap2.4. It also fails to comply with the policies of the Guide for the Development of Bicycle Facilities, American Association of State Highway and Transportation Officials (“AASHTO Guide”) (1999).

1. The Street would be too Narrow for Cars

The AASHTO Guide recommends a lane width of 14 feet for cars, and 15 feet on steep hills, if the road is to be shared with bicyclists. (p.17.)

2. The Bike Lanes Would be too Narrow

The Plan contemplates a downhill, shared bike lane width of 4 feet. However, this is less than the 5 feet recommended by the AASHTO Guide where there is a heavy volume of traffic, with buses and trucks. AASHTO Guide, pp.5, 23.

3. Traffic Density on King Street Militates against a Bike Lane

“Consideration should be given to the roadway functional classification, vehicle speeds, traffic volumes, vehicle classification, use and/or designation of the bicycle route, and access to cyclist destinations to determine if the type of accommodation is appropriate.” Audit Program, A.3.1.

3. *The Street is too Steep for Bicyclists*

Grades greater than 5 percent are undesirable because the ascents are difficult and the descents cause the bicyclists to go too fast. AASHTO Guide, p. 39.

“Steep downgrades and lack of superelevation may contribute to loss of control issues for even the most experienced bicyclists.” Audit Program, A.2.3.

“Cyclists on ascent up a steep grade may need additional operating width because of the greater speed differential from motor vehicle speed and because bicycles are less stable at low speeds.” Audit Program, A.2.6.

We believe that the Director’s proposal would offer a “sharrow” for the downhill portion, and not a dedicated bike lane. Yet the Audit Programs policies contemplate either dedicated lanes or no lanes at all.

“[S]hared lanes are typically appropriate on low-speed, low-volume roads. Bike lanes or separated facilities may be more appropriate on high-speed, high-volume roads. Adequacy of the separation distance of these facilities is a function of vehicle speed, volume, and composition. Beyond meeting minimum standards, the width of on-road facilities should consider the wind impacts from passing heavy vehicles.” Audit Program, A.2.4.

4. *Dangers from Cars Backing Out*

There are many homes on the 2200-2500 block of King Street where homeowners must back up their cars to exit their driveways. The Audit Program notes the dangers this creates for bicyclists. “Driveways and entrances should be well-defined and clear of obstructions so that driver and cyclist actions are consistent and predictable. Multiple driveway access points increase the number of conflict points for cyclists.” Audit Program, A.3.3.

Appendix C: A Feasible and Superior Compromise

Those who demand dedicated bike lanes all along King Street must recognize that the proposal would not give them that. It does not call for a dedicated lane from the train station to the 2200 block, or from the 2500 block to Janeys Lane. The bicyclist is routed from the train station along Commonwealth and up Rosemont to the 2200 block of King Street; and at the 2500 block from Upland and Hilltop to Putnam and Janeys. In short, bicyclists would be directed to off-streets, and the principle of an unfettered absolute right to a dedicated bicycle lane on King Street has already been abandoned.

Having conceded this, there is little reason why a dedicated bicycle lane is needed on only a portion of King Street, from the 2200 to 2500 block, a very unsafe street at that. We therefore recommend that the proposed plan be amended and that bicyclists be directed to safe alternative routes that see little traffic.

- Cyclists could be routed along Commonwealth, and then along a Rosemont-North View-Walnut-Upland-Hilltop-Putnam route to Janeys. This indeed is the route taken by residents of King Street who bicycle. It is also the route that the city proposed in its initial bicycle plan.
- By far the safest route and easiest climb would take the bicyclist up the Masonic Temple, and then connect naturally to Hilltop and Putnam to Janeys. This would require the approval of the Masons, and such approval is being sought.

Appendix D: Street Parking Promotes Safe Streets

The following excerpt from an article in *The Atlantic* describes how neighborhoods are made safer by “eyes on the street,” with residents who observe what happens on their streets. On-street parking serves this goal. It is not served by the passing cyclist, particularly those who keyed our cars, stole our signs and threatened one of us with physical violence.

Sarah Goodyear, A New Way of Understanding 'Eyes on the Street', The Atlantic, July 22, 2013

Even if you've never read The Death and Life of Great American Cities, Jane Jacobs's 1961 masterpiece of urban observation and theory, you probably are aware of one of its key concepts: the value of "eyes on the street."

Jacobs wrote that in order for a street to be a safe place, "there must be eyes upon the street, eyes belonging to those we might call the natural proprietors of the street."

These words have been repeated countless times in the 50-plus years since Jacobs wrote them. But it is worth going back to the idea at this particular moment in history, and asking what those eyes are doing....

The poster shows an image that Jacobs would have loved: an older woman leans out of her window, surveying the street scene, while a young boy rides by on a bicycle and a mother and child read together on a stoop. "I don't watch my neighbors," says the copy. "I see them. We make our community safer together."



Appendix E: Kevin Posey Must Not Be Permitted Participate in the Board's Deliberations

Were Mr. Posey to participate in the decision of the Traffic and Parking Board on the subject of bicycle lanes on King Street, the objective observer would conclude that this violated elementary principles of natural justice. Under administrative law, petitioners are entitled to be heard by neutral decision-makers, whose findings will not be affected by bias, prejudice or personal animosity. On each of these standards, the objective observer would conclude that Mr. Posey is called upon to recuse himself, lest his participation in the deliberative process impeach the committee's decision. A last minute apology by him would not suffice.

1. To the objective observer, Mr. Posey has demonstrated his *bias* on the issue. He is an extremely partisan protest leader and one of the principal champions of bike lanes on King Street. On Sept. 30 and Oct. 1, 2013, he wrote on the GreaterGreaterWashington blog about King Street bike lanes that:

If a community can't replace empty parking lanes with bike lanes along a dangerous street, what chance do they have at replacing travel lanes? ... Bottom line: this is a slam-dunk if those who support bike/ped safety make their voices heard. Now is not the time for capitulation. ... [T]his is about as easy a decision as we will ever see. That's why a loss would be so devastating to commuter cycling. At <http://greatergreaterwashington.org/post/20292/alexandria-delays-king-street-bike-lanes/>

2. Mr. Posey is would reasonably be thought to be *obsessed* with the question of bike lanes on King Street. In a twitter account devoted almost entirely to bicycles, he has over the last several months contributed many hundreds of tweets on the subject of King Street bike lanes.

3. Mr. Posey regards opposition to the bike lanes on King Street as *immoral*.

See "Convenience versus Safety: Alexandria's Recurring Choice," *Del Ray Patch* Posted by Kevin H. Posey, October 26, 2013 at 03:54 PM , at <http://delray.patch.com/groups/kevin-h-poseys-blog/p/convenience-versus-safety-alexandrias-recurring-choice>.

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See "Convenience versus Safety: Alexandria's Recurring Choice," *Del Ray Patch* Posted by Kevin H. Posey, October 26, 2013 at 03:54 PM , at <http://delray.patch.com/groups/kevin-h-poseys-blog/p/convenience-versus-safety-alexandrias-recurring-choice>.

Real immorality comes from politicians who refuse to make #CompleteStreets a priority. Their inaction allows such mayhem. (Jan. 5 tweet).

4. Mr. Posey has demonstrated that his *mind is closed* on the issue. He is entirely partisan and opposes the examination of any evidence on the issue that would oppose bike lanes on King Street. This includes the deliberations of the TPB.

@AlexandriaPatch City staff have exhaustively studied this project & its impacts. More study is waste of taxpayer \$ and puts lives at risk. (Jan. 14 tweet).

Should cities strategically waive the need for public hearings? Yes, #AlexandriaVA paralyzed by constant hearings. (Dec. 12 tweet).

5. Mr. Posey has expressed *contempt* for those who opposed bike lanes on King Street. He has even accused those who reported that anti-bike lane signs were stolen of committing the crime of making a false police report. He did this after he was told that police reports of the thefts had been made.

Intrigue! Am now skeptical after being hoodwinked by 1st round of sign theft claims, later seeing exact same ones in exact same spots. (Jan. 12 tweet).

Making up stories about that same group isn't cool, either. (Jan. 12 tweet).

It appears that story about all signs being taken may not be true. Exact same signs are still in the exact same positions. (Jan. 5 tweet).

I expect these signs next: War is peace. Freedom is slavery. Ignorance is strength. #Orwell (Jan. 2 tweet).

Jackie Henderson

From: ron4520@aol.com
Sent: Thursday, January 23, 2014 11:23 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #45156: Mayor, Vice Mayor City Council I understand you on council think peopl

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 45156.

Request Details:

- Name: ronald gochenour
- Approximate Address: No Address Specified
- Phone Number: 5713128911
- Email: ron4520@aol.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: I understand you on council think people need to ride a bike and you will vote for more bike lanes in the city. DO YOU ON COUNCIL RIDE A BIKE???????
Alexandria city is dense enough, no more bike lanes needed. very few roads in Alexandria are designed to accommodate bicycles and king st is one of many. most bicycles ignore traffic laws. Just so everybody knows, bicycles and yellow traffic lines don't mix. They are allowed to render traffic because if you pass them on a double yellow line then you are committing violations. how many tickets to bicycles. parking counts city staff how many cars? and how many days checkING for cars? rich baier walked and drove and rode his bicycle up and down king street WHY ?? bike count how many? how many days? how many tickets for cars speeding on king st. I hope you understand this street is not for kids to ride their bike up or down very dangerous I hope you understand trucks and buses take up whole lane.
do you think public safety is to put a bike lane on king st
- Expected Response Date: Thursday, January 30

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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Jackie Henderson

From: ahamre@gmail.com
Sent: Wednesday, January 22, 2014 1:35 PM
To: Jackie Henderson
Subject: Call.Click.Connect. #45111: City Clerk and Clerk of Council Greetings Mayor Euille, Vice Mayor Silbe

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 45111.

Request Details:

- Name: Andrea Hamre
- Approximate Address: No Address Specified
- Phone Number: 6512838742
- Email: ahamre@gmail.com
- Service Type: City Clerk and Clerk of Council
- Request Description: Greetings Mayor Euille, Vice Mayor Silberberg, and Council Members,

My name is Andrea Hamre. I am an Alexandria resident and a PhD candidate in Urban Affairs & Planning at Virginia Tech. I want to provide some facts about bike lanes and cycling safety on behalf of myself and my adviser Professor Ralph Buehler. Dr. Buehler has 10 years of experience using travel data to research determinants of cycling in North America and Europe. He is the co-editor of *City Cycling* (2012, MIT Press). Our main concern is that the current discussion in Alexandria is based on misinformation about bike lanes and cyclist safety. We would like to provide a data- and research-based statement, and citations to peer-reviewed studies are included at the close of this statement.

First, research indicates there is a strong positive relationship between the provision of bike lanes, cycling levels, and cyclist safety. In essence, the more bike lanes and separate facilities a city has, the more cyclists there are, and the lower the fatality, injury, and crash rates per mile cycled. For example, between 1991 and 2010 the City of Portland (Oregon) built an entire bicycle network consisting of 291km of bike lanes and 119km of bike paths. The city increased cycling levels 6 fold and cyclist crash rates fell by 70%. If bike lanes were as dangerous as claimed by some Alexandria residents, we would have seen deteriorating cycling safety in Portland! However, research shows the opposite trend: cities with more bike lanes and paths have more and safer cycling than cities without these amenities. A key factor is 'safety in numbers'. The more people cycle, the more motorists will watch out for cyclists when making a turn, opening car doors, or passing. Research shows that separate bicycle facilities are crucial to get more people cycling. In particular, bike lanes and paths enable risk-averse individuals to consider cycling as a viable option—especially creating safe travel environments for children, women, and seniors. On-street cycling (without lanes and separate facilities) is mainly limited to younger males who display more risk taking attitudes. One of our studies found that bike lanes and off street bike paths have a similar positive effect in encouraging bike commuting—even when controlling for many other factors. If Alexandria wants to encourage more cycling and achieve safety in numbers, the city needs a network of bikes lanes, bike paths, and traffic calmed neighborhood streets so that everyone can cycle without sharing a travel lane with fast moving or high speed traffic.

Second, many American cities are looking to European cities who have experience with building bike facilities and increasing cycling since the 1970s. Currently, cycling safety per km cycled in the Netherlands, Denmark, and Germany (where almost all cities have comprehensive networks of bikes lanes and paths) is more than 5 times greater than in the U.S. If bike lanes were as dangerous as claimed by some Alexandria residents, we would have to see carnage in the streets of European cities. However, as the data show, the opposite is true. European cities with more bike lanes and paths have safer cycling.

Third, bike lanes seem to increase safety not only for bicyclists, but other travelers as well. For example, two recent studies based in California suggest bike lanes have broad support among drivers, pedestrians, and

bicyclists due in part to the perception that these facilities contribute to a more predictable travel environment for all travelers. Drivers in the San Francisco and Los Angeles areas named bicycle lanes as a top requested traffic safety improvement along two major arterial roadways.

In summary, research suggests bike lanes contribute to more and safer cycling, and have broad support among drivers and pedestrians, as well as bicyclists. We would like to thank the City Council for the opportunity to provide a comment and invite you to contact us with any questions.

Sincerely,
Andrea Hamre & Ralph Buehler, PhD
ahamre@gmail.com; Ralph.Buehler@gmail.com

Buehler, R., & Pucher, J. (2012). Cycling to Work in 90 Large American Cities: New Evidence on the Role of Bike Paths and Lanes. *Transportation*, 39(2), 409-432.

Chataway, E. S., Kaplan, S., Nielsen, T. A. S., & Prato, C. G. (2014). Safety Perceptions and Reported Behavior Related to Cycling in Mixed Traffic: A Comparison Between Brisbane and Copenhagen. *Transportation Research Part F: Traffic Psychology and Behaviour*, 23(0), 32-43.

Jacobsen, P. L. (2003). Safety in Numbers: More Walkers and Bicyclists, Safer Walking and Bicycling. *Injury prevention : journal of the International Society for Child and Adolescent Injury Prevention*, 9(3), 205-209. doi: 10.1136/ip.9.3.205

Pucher, J., Dill, J., & Handy, S. (2010). Infrastructure, Programs, and Policies to Increase Bicycling: An International Review. *Preventive Medicine*, 50, S106-S125.

Pucher, J. R., & Buehler, R. (2012). *City Cycling*: The MIT Press.

Sanders, R. (2014). Roadway Design Preferences Among Drivers and Bicyclists in the Bay Area. *Transportation Research Board Annual Meeting*, TRB #14-5454.

Sanders, R., & Cooper, J. (2013). Do All Roadway Users Want the Same Things? Results from a Roadway Design Survey of Pedestrians, Drivers, Bicyclists, and Transit Users in the Bay Area. *Transportation Research Record*, Forthcoming.

Sanders, R., Griffin, A., MacLeod, K., & Cooper, J. (2014). Drivers, Pedestrians, and Cyclists in California Want Complete Streets: A Comparison of Results from Roadway Design Surveys of Pedestrians, Drivers, Bicyclists, and Transit Users in Northern and Southern California. *Transportation Research Board Annual Meeting*, TRB #14-5634.

Sanders, R., Griffin, A., MacLeod, K., Cooper, J., & Ragland, D. (2012). The Effects of Transportation Corridor's Roadside Design Features on User Behavior and Safety, and Their Contributions to Health, Environmental Quality, and Community Economic Vitality: Phase IV Final Report: California Department of Transportation UC Berkeley Safe Transportation Research and Education Center.

- Expected Response Date: Wednesday, January 29

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Jackie Henderson

From: CommunityRelations@alexandriava.gov
Sent: Wednesday, January 22, 2014 12:02 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #45102: Mayor, Vice Mayor City Council January 22, 2014 Mayor Euille and Council

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 45102.

Request Details:

- Name: *Call.Click.Connect.* Customer
- Approximate Address: No Address Specified
- Phone Number: No Phone
- Email: No Email
- Service Type: Mayor, Vice Mayor City Council
- Request Description: January 22, 2014
Mayor Euille and Council Members,

You have received our comments before and have not responded, except for one council member, who simply acknowledged receipt of our letter.

It is a sad day when the city council responds more affirmatively to 2% of our city's population, the bicyclists, often renters and more recent residents than it does to the majority of its population. We are equally astounded that those very vocal 2% have persuaded the council to use 30% of King Street for lanes of bicyclists' infrequent travel – used by few – and in all studies, even those by the city planners – will have a relatively low future use, if implemented! We had hoped that our government officials would have more common sense, yet it appears that the consensus is "build it and they will come," rather than "address the city's true needs and respond."

We have watched the city over-develop itself. In a discussion with the ex-City Manager, Vola Lawson, she shook her head and said, "This would never have happened if I had had a say in it." She was referring to the recent over-development without any "associated infrastructure or parking requirements or taxes" of federal government buildings that were approved by council. And so it goes. The city government is determined to use every space of ground in this already very densely populated city, without requiring such fundamentals as adequate parking for new developments and instead proposes to take away space and parking used by its residents.

Is what is being done working? NO. We often travel on Janney's Lane and over the past 3 months, we can tell you that we have observed that the only slowing (you may call it "calming" which is ridiculous!) of the traffic that actually is effective, is the result of the 15 miles an hour flashing school zone sign. The bike lanes are simply uninhabited. Cars speed, going over both sides of the yellow lanes, to the point that even the "Traffic Calming Department" of this (over staffed) city government realizes that something more must be done to slow the traffic at the East and West Taylor Run Intersections. When physical barriers, such as bulb-outs and center lane dividers don't slow the traffic down, why in the world would anyone think bike lanes would help?

So... please don't fall back on the reason for bike lanes is to "calm traffic" on King Street... because it won't. That is just an excuse to put in bike lanes on an already congested roadway. It is catering to the bellicose and verbose minority.

We have heard the clarion cry – "We need bright, young entrepreneurs to come to our city..." It is just too bad for us who have resided here more than 20 years... We have lost our voice and our representation in the council. Yet we pay taxes and vote... Why?

We on King Street, presently live in a neighborhood. We know the people next door, those in our block, those in Taylor Run and those living across King Street. Many are those young, energetic family people whom you want to "import" and remain in this city, but you won't keep them if you don't listen to them.

You, yes, you... have let city staff override a citizen commission who asked for further study and compromise on the King Street Proposal 2 for bike lanes by a city staff member. And it is up to you, yes you, to tell that staff member that he cannot override the process according to the by-laws of this city. That is, if you dare.

Dick & Darlene Johnson

Dickaj9491@aol.com

dara3dccj@aol.com
2210 King Street

- Expected Response Date: Wednesday, January 29

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

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Jackie Henderson

From: Alfred.S.Gilman@IEEE.org
Sent: Wednesday, January 22, 2014 12:00 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #45101: Mayor, Vice Mayor City Council John Taylor Chapman and all our friends

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 45101.

Request Details:

- Name: Alfred Gilman
- Approximate Address: No Address Specified
- Phone Number: 703-863-8022
- Email: Alfred.S.Gilman@IEEE.org
- Service Type: Mayor, Vice Mayor City Council
- Request Description: John Taylor Chapman and all our friends Mayor and Council,

I wish to oppose the proposed bike lanes on lower King Street and support the recommendation of the Taylor Run Civic Association that Council remand this to Planning for further study.

The recently implemented bike lanes on Janneys lane do not work; the planned bike lanes on lower King Street will not work. Enabling safe and easy bicycle travel East/West through Alexandria is a real problem, but this is not a real solution.

As a sometime bicycle commuter, I can see how the program of segregating the bike traffic up-hill and mixing it in down-hill makes a lot of sense. The problem is, for this to be a safety device, it requires the cooperation of the car drivers passing the same way. That requires that the rules be simple and motivated in the mind of the driver. The current regime on Janneys lane is utterly chaotic to a driver. The rules change with blinding rapidity as one transits the street at car speed. Since most of the time one drives through here, there are no bikes in the bike lane, there is no transparent justification for the restriction.

Crowding the motor vehicle traffic may slow speeds a little, but only after the impaired safety of such close quarters has been demonstrated with ill results. If you think painted lines will confine vehicles to assigned spaces, audit the compliance with stop-lines at intersections. Or simply audit compliance with stop-signs! The bottom line is that the most likely operating point after some time and the change has shaken out, will be a compromise between reduced speed and reduced safety.

There is a clear and growing cost to the planet of motorized automobiles on personally selected routes. But the benefit of the street in terms of people passing per crossways linear feet of street, in the sections with dedicated bike lanes, is way out of proportion. The bike lanes on King Street will be passing far fewer people per day per foot of street width. So far out of whack as to be bad public policy, even when compared with the ecological cost disadvantage of cars.

Please take care that the bureaucrats not override their advisors on this, and send the bike route along or parallel to lower King Street back for proper review and support.

Alfred S. Gilman
408 Skyhill Rd.

- Expected Response Date: Wednesday, January 29

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

Jackie Henderson

From: Alfred.S.Gilman@IEEE.org
Sent: Wednesday, January 22, 2014 12:00 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #45101: Mayor, Vice Mayor City Council John Taylor Chapman and all our friends

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 45101.

Request Details:

- Name: Alfred Gilman
- Approximate Address: No Address Specified
- Phone Number: 703-863-8022
- Email: Alfred.S.Gilman@IEEE.org
- Service Type: Mayor, Vice Mayor City Council
- Request Description: John Taylor Chapman and all our friends Mayor and Council,

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Alfred S. Gilman
408 Skyhill Rd.

- Expected Response Date: Wednesday, January 29

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

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Jackie Henderson

From: swags718@yahoo.com
Sent: Monday, January 20, 2014 9:51 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #45033: Mayor, Vice Mayor City Council Dear Mayor Euille and Members of City Co

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 45033.

Request Details:

- Name: Sara Gillespie
- Approximate Address: No Address Specified
- Phone Number: 703.928.5578
- Email: swags718@yahoo.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Dear Mayor Euille and Members of City Council,

My name is Sara Gillespie and I live at 2516 King Street. My husband, Larry Gillespie, and I are extremely opposed to installing bike lanes on King Street. I support the countless arguments against the bike lanes that my neighbors and Taylor Run Citizens' Association ("TRCA") members have already submitted to Hillary Poole, Richard Baier and City Council.

I ask the following:

1. Concept 2 be added to the January 25 City Council agenda
2. Concept 2 be added to City Council's legislative docket
3. City Council request a hearing on Concept 2.

In the meantime, I will attend the January 25 City Council meeting. However, I question the purpose. After all, I attended the Traffic and Parking Board's November 25 meeting in which opposition to the bike lanes was expressed and the Board recommended that the city go back to the drawing board with the proposal, aside from the pedestrian safety measures. This recommendation was trumped by Richard Baier as the King Street residents were informed on December 20, right in the midst of the holiday season.

I will attend the meeting and support my neighbors. I will hear the same arguments that were presented to the Traffic and Parking Board and that have been presented to you in a myriad of letters and discussions. I'm concerned that City Council is just humoring us in this open forum just as we were when encouraged to speak at the November 25 meeting. What is the relevance when unilateral decisions are being made for our city of Alexandria?

Please consider *supporting* my request(s) listed above. Thank you for your attention to this matter.

Regards,

Sara Gillespie
2516 King Street
Alexandria, VA 22301
703.928.5578

- Expected Response Date: Tuesday, January 28

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

Jackie Henderson

From: Rachel Malleck <rachelmalleck@gmail.com>
Sent: Wednesday, January 15, 2014 9:28 AM
To: City Council
Subject: This is not just about parking

I am writing to request that City Council **step in** to revisit the issue of bike lanes on King Street. **This is not just about parking.** I would happily give up the street parking for a solution that truly contributed to the greater good and not the interests of a small, vocal, extremist minority. Our children walk down King every day to school, so pedestrian safety is our number one concern. We don't just use this street to get to and from work. **We live King Street--every hour of every day.** Why can't we take a step back and form a more diverse working group?

A few specific concerns:

- My husband and I bought our house on King in April. It was an estate sale for a woman (Sara Wilcox) who was 99 when she died. She did not own a car. Our driveway has a rickety old fence and a very steep slope down away from King. I invite you to drive, walk, or bike past it one day and imagine pulling in and out of that driveway multiple times a day. It's going to require some major renovations to make it even feasible.
- Even though I live on the 2500 block where parking would be maintained under Option 2, I would still not be able to park my car because the 2-foot "buffer" on the opposite side and the narrowed travel lanes will push Dash buses perilously close to my vehicle.
- City planners are ignoring their own policies. (The Alexandria Pedestrian and Bicycle Mobility Plan calls for sharrows on this stretch of King--a solution I would fully support.) The fact that Baier completely ignored the recommendations of the Traffic Advisory Board and the concerns of residents is ridiculous. There should be an appeal process.
- The option 2 bike lane proposal is unsafe, with bikes weaving in and out of traffic on a narrow, busy arterial road.
- The overflow parking solution for my block is to send residents across King Street over to Highland, where there is no sidewalk or pedestrian push button. The lighting along King and in the Taylor Run neighborhood is terrible, there has been a rash of car and house robberies recently, and a woman was assaulted there in the fall. This is an unacceptable solution.

We have 3 young children. We are committed to the future of Alexandria. We are committed to Alexandria public schools. We are active in our community. We volunteer for the schools and the Democratic National Party. We are the "young, well-educated, creative, entrepreneurial workers that are so critical to the future of our economy and tax base" (as stated by the Coalition for Smarter Growth. We use public transportation (VRE and metro) and we walk/bike more than we drive, which is why we bought our house on King Street in the first place.

We ALWAYS vote and we expect better from our elected officials.

Thank you for your time,

Rachel Malleck
2509 King Street

Jackie Henderson

From: gailkgordon@gmail.com
Sent: Wednesday, January 15, 2014 5:55 AM
To: Jackie Henderson
Subject: Call.Click.Connect. #44837: City Clerk and Clerk of Council To Council and the Mayor:I direct yo

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 44837.

Request Details:

- Name: Gail Gordon Donegan
- Approximate Address: No Address Specified
- Phone Number: 202-294-6211
- Email: gailkgordon@gmail.com
- Service Type: City Clerk and Clerk of Council
- Request Description: To Council and the Mayor:

I direct your attention to this thread of comments on Patch about the bike lane issue. In a nutshell, Jonathan Krall admits that he and others from BPAC did the "count" of cyclists on King Street that Rich Baier then certified to the city. This is really bad...unethical and unprofessional. This demands a proper traffic study by an entirely disinterested third party before bike lanes can even be considered for Kind Street, as opposed to a citizens lobby group with a pre-ordained outcome in mind deciding for us. It also demands some sort of repercussion for Baier and any other city employee who allowed this. This invites a lawsuit against the city. Stop this nonsense now before it gets any worse.

<http://delray.patch.com/groups/politics-and-elections/p/letter-to-the-editor-papp-on-safe-streets>

- Expected Response Date: Thursday, January 23

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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Jackie Henderson

From: jvigorita@gmail.com
Sent: Sunday, January 12, 2014 11:06 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #44660: Mayor, Vice Mayor City Council City Council, Please move forward with

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 44660.

Request Details:

- Name: John Vigorita
- Approximate Address: No Address Specified
- Phone Number: No Phone
- Email: jvigorita@gmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: City Council,
Please move forward with the decision to put bike lanes along King St. Thank you.
- Expected Response Date: Tuesday, January 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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Jackie Henderson

From: gailkgordon@gmail.com
Sent: Saturday, January 11, 2014 7:26 AM
To: Jackie Henderson
Subject: Call.Click.Connect. #44639: City Clerk and Clerk of Council Dear Mayor and City Council Members: I r

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 44639.

Request Details:

- Name: Gail Gordon Donegan
- Approximate Address: No Address Specified
- Phone Number: 202-294-6211
- Email: gailkgordon@gmail.com
- Service Type: City Clerk and Clerk of Council
- Request Description: Dear Mayor and City Council Members: I read the city's bike lane plan. The bike lane plan suggests that narrowing the driving lanes on King Street between Janneys Lane and Russell Road to the exact width of two buses passing mirror touching mirror is perfectly safe because "that will never happen." Actually, it does happen...a lot. I drove that section of King last night (January 10, 2014) at 6:30 pm, in the dark and rain. My little Honda was squeezed by a bus. My adult kid is worried that her wide 1999 SUV won't be able to pass a bus if the lanes are narrowed and we can't afford a new car with her in college right now. Narrow lanes in the dark and rain are going to be a disaster. The first accident will result in a lawsuit against the city and then we'll all have to pay for it. The Uniform Virginia Traffic Code has requirements about the width of traffic lanes and the city has pushed this to the absolute minimum in order to accomodate an average 12 cyclists a day. A better idea would be to simply enforce sidewalk codes - clean them up, move signs, require residents to trim their shrubbery, keep trash cans in driveways, etc. and make the sidewalks safer. It would also be less costly. You all know me and I have volunteered in one way or another on ALL of your campaigns. You know my energy and commitment to Democratic values. I won't help you get elected again if you put this stupid, dangerous, ill thought plan in place. I am rallying my neighbors, Democrats and Republicans alike, against bike lanes on King Street. The people who live in the area don't want it, and we vote.

Gail Gordon Donegan

- Expected Response Date: Tuesday, January 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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Jackie Henderson

From: William Euille
Sent: Friday, January 10, 2014 10:46 PM
To: City Council; Rashad Young; Rich Baier; Mark Jinks
Subject: Fwd: King Street Bike Lanes (in lieu of speaking at the meeting)

FYI
Bill

Sent from my iPhone

Begin forwarded message:

From: William Euille <William.Euille@alexandriava.gov>
Date: January 10, 2014, 10:45:23 PM EST
To: Scott Anderson <scottcanderson1962@gmail.com>
Subject: Re: King Street Bike Lanes (in lieu of speaking at the meeting)

Thanks Scott.
Your comments are very much appreciated.
Happy New Year to you.
Bill

Sent from my iPhone

On Jan 10, 2014, at 10:23 PM, "Scott Anderson" <scottcanderson1962@gmail.com> wrote:

Mayor Euille,

Happy New Year, and I hope all is well with you and yours. Please feel free to share this communication with the Council, as I am writing you rather than join the cacophony at the upcoming meeting.

There is a good bit of vitriol about the King Street bike lane project, which to me is sort of hard to imagine, but there you are. I should point out that I have an obvious bias, as I am a member of the Bicycle-Pedestrian Advisory Committee, but I will try to stick to facts.

Any time we improve conditions for bicyclists, it is always at the expense of some other use of space on or near the road. So it is simply a matter of prioritizing, which I will leave to our elected officials; what my opinion is will be obvious so there's no need to waste time with that.

There are two facts that I believe are relevant, and unarguable. First, every homeowner along the affected segment of King Street has off-street parking for their own cars. The difficulty seems to be in accommodating visitors, domestic help and so on; but that is a difficulty all over Alexandria.

The second has to do with the "too narrow" argument that has been promulgated. Road design is standardized at the Federal level. There is a nationally standard document, the Manual for Uniform Traffic Control Devices, known and loved by the professionals in the field - Mr. Baier, no doubt, has a copy - which explicitly delineates the conditions under which various types of road designs can be made. Every state adopts the MUTCD, or their own tweaked version, as a standard for the state DOT and all political subdivisions. If, in fact, King Street was too narrow for bike lanes, Mr. Baier would have discovered this and told us so, and the argument would have ended at that point.

I appreciate the work you put into this issue, and the difficulty of a situation in which any option will displease many. Best of luck.

With kind regards,
Scott Anderson
Alexandria

Jackie Henderson

From: oldtownleonards@comcast.net
Sent: Friday, December 27, 2013 10:40 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #44085: Mayor, Vice Mayor City Council Writing to voice my support of the upper

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 44085.

Request Details:

- Name: Rebecca Leonard
- Approximate Address: No Address Specified
- Phone Number: No Phone
- Email: oldtownleonards@comcast.net
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Writing to voice my support of the upper King Street bike path and pedestrian plan. As a resident of an adjoining neighborhood, anything to slow down traffic there is welcomed.
- Expected Response Date: Friday, January 3

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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Jackie Henderson

From: CommunityRelations@alexandriava.gov
Sent: Monday, December 23, 2013 12:34 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #44017: Mayor, Vice Mayor City Council in favor of bike lanes along King St. t

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 44017.

Request Details:

- Name: *Call.Click.Connect.* Customer
- Approximate Address: No Address Specified
- Phone Number: No Phone
- Email: No Email
- Service Type: Mayor, Vice Mayor City Council
- Request Description: in favor of bike lanes along King St. thanks!
- Expected Response Date: Wednesday, January 1

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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Jackie Henderson

From: csfaherty@gmail.com
Sent: Monday, December 23, 2013 10:18 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #44011: Mayor, Vice Mayor City Council Hi,I live in Del Ray and want to exp

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 44011.

Request Details:

- Name: Corey Faherty
- Approximate Address: No Address Specified
- Phone Number: 6082173451
- Email: csfaherty@gmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Hi,

I live in Del Ray and want to express my gratitude to the council and city staff for their roles in approving the bike lane project on King Street. The project will be a boon for all Alexandria residents and the decision to go ahead with it is a great sign for Alexandria's future.

Thanks again!
Corey

- Expected Response Date: Wednesday, January 1

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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Jackie Henderson

From: bonnoday@gmail.com
Sent: Monday, December 23, 2013 7:44 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #43998: Mayor, Vice Mayor City Council Thank you very much for your support of

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 43998.

Request Details:

- Name: Bonnie O'Day
- Approximate Address: No Address Specified
- Phone Number: 703 845-3436
- Email: bonnoday@gmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Thank you very much for your support of staff decisions regarding bike lanes on King Street. My husband and I have organized a tandem bike riding group for people with vision impairments and we look forward to riding this route with our captains next spring.
Thank you again for supporting the very sensible compromise position developed by your staff. You and your staff should be commended for supporting street and sidewalk access for all, including pedestrians, bicyclists and motorists.
- Expected Response Date: Wednesday, January 1

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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Jackie Henderson

From: ahamre@gmail.com
Sent: Sunday, December 22, 2013 10:10 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #43997: Mayor, Vice Mayor City Council Dear Mayor, Vice Mayor, and City Council

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 43997.

Request Details:

- Name: Andrea Hamre
- Approximate Address: No Address Specified
- Phone Number: 6512838742
- Email: ahamre@gmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Dear Mayor, Vice Mayor, and City Council,

I am writing to express great appreciation and support for the decision by the Director of Transportation & Environmental Services to move forward with the King Street Bicycles Lanes and Pedestrian Improvements project.

Thank you for your leadership to make Alexandria a safer and more enjoyable place to live, work, and travel.

I live and work in the City and ride my bike daily for commuting, shopping, and socializing. When I can use bike lanes, I feel safer and less stressed. I am looking forward to more easily biking on this portion of King Street.

Sincerely,
Andrea Hamre
205 Wesmond Drive
Alexandria VA 22305

- Expected Response Date: Wednesday, January 1

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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Jackie Henderson

From: m.zalenska@comcast.net
Sent: Sunday, December 22, 2013 8:51 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #43994: Mayor, Vice Mayor City Council It is with much thanks that I was allowe

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 43994.

Request Details:

- Name: Margaret Zalenska
- Approximate Address: No Address Specified
- Phone Number: 703-980-5304
- Email: m.zalenska@comcast.net
- Service Type: Mayor, Vice Mayor City Council
- Request Description: It is with much thanks that I was allowed to testify at a recent hearing concerning adding bicycle lanes to a section of King Street. As a blind tandem bicycle rider with an Olympic athletics background I know first hand the importance of life long physical fitness. The decision to move ahead on the bike lanes is an important aspect to the quality of life of all citizens in our town.

I fear that the Transportation Board is still working against this matter and may be unduly influenced by opposing parties who want to overturn the decision.

This important initiative must move forward.

Thanks, Margaret Zalenska

- Expected Response Date: Wednesday, January 1

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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Jackie Henderson

From: dan.mehaffey@gmail.com
Sent: Sunday, December 22, 2013 5:43 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #43993: Mayor, Vice Mayor City Council Hello,I am writing in support of Ric

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 43993.

Request Details:

- Name: Daniel Mehaffey
- Approximate Address: No Address Specified
- Phone Number: 703-338-0846
- Email: dan.mehaffey@gmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Hello,

I am writing in support of Rich Baier's decision to move forward on the compromise proposal for pedestrian and cycling improvements on King Street. More broadly, I'm writing to support the project of making Alexandria more pedestrian and bike friendly generally.

I try to use my bicycle and feet as much as possible around town because it is the easiest and often fastest way to travel. But until very recently, it has not been the safest. The King Street project makes the way safer for pedestrians and cyclists and connects two halves of Alexandria - and that's why I'm for it.

I support the Mayor and Council in this decision too. We're getting younger (25% ACPS in the last six years!) and we are giving up our cars (7% drop in road miles traveled for the region and 40% of trips that don't use cars). We need to keep pace. The King Street project paves the cow paths - it improves a route that cyclists are already using, and in greater numbers.

I recently watched Bike Swell, a movie about the improved biking and (tangentially) pedestrian infrastructure in Arlington. One act of the documentary talked about how important connections are between neighborhoods and how sometimes those connections are the most contentious. Then the Arlington staff go on to say that it's the connections that matter - without them you can't have a network.

I think we have seen that conflict here, and it's been the strongest I know of in the region. When national news media gets involved, that's an escalation. But making a proper connection between east and west Alexandria is absolutely the right thing to do.

Thank you,

Dan Mehaffey

- Expected Response Date: Wednesday, January 1

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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Jackie Henderson

From: randy@dingwell.net
Sent: Sunday, December 22, 2013 2:37 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #43991: Mayor, Vice Mayor City Council My thanks to the city personnel who prod

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 43991.

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: My thanks to the city personnel who produced the King street traffic calming project. And thank you also to the Mayor, Vice Mayor and City Council for approving the measure. Making this decision in this timely manner will allow all to move forward in accepting it - and benefit from a safer street design.
- Expected Response Date: Wednesday, January 1

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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Jackie Henderson

From: mpmenchel@gmail.com
Sent: Sunday, December 22, 2013 7:44 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #43984: Mayor, Vice Mayor City Council - Thank you City Council for your support

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 43984.

Request Details:

- Name: Michael Menchel
- Approximate Address: No Address Specified
- Phone Number: 703/960-0060
- Email: mpmenchel@gmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: - Thank you City Council for your support and leadership to make Alexandria a more bikeable and walkable city.
- Please continue to support the King Street project - stay the course. It will be a step in the right direction moving forward!
- Expected Response Date: Wednesday, January 1

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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Jackie Henderson

From: carey48@comcast.net
Sent: Sunday, December 22, 2013 7:40 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #43983: Mayor, Vice Mayor City Council My family and I support Bike Lanes on Ki

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 43983.

Request Details:

- Name: Carey Durham
- Approximate Address: No Address Specified
- Phone Number: 703-519-0762
- Email: carey48@comcast.net
- Service Type: Mayor, Vice Mayor City Council
- Request Description: My family and I support Bike Lanes on King Street. I am writing to thank you for the Complete Streets policy and others policies that have led to Rich Baier's decision to move forward with the King Street project. Thank you also for your trust in his professional and engineering expertise. My husband routinely rides his bike on King Street, and I know he will be safer once the bike lanes are installed. I thank you, my daughters and their husbands thank you, and my five grandchildren, all of whom live nearby in the West End, thank you. Have a Merry Christmas.
Carey Durham
- Expected Response Date: Wednesday, January 1

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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Jackie Henderson

From: wagnerek@gmail.com
Sent: Sunday, December 22, 2013 12:40 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #43982: Mayor, Vice Mayor City Council Dear Mayor, Vice Mayor and members of Ci

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 43982.

Request Details:

- Name: Eric Wagner
- Approximate Address: No Address Specified
- Phone Number: No Phone
- Email: wagnerek@gmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Dear Mayor, Vice Mayor and members of City Council,

TE&S Director Rich Baier made the right decision in the King Street bicycle plan issue. I would have personally preferred the original proposal but the revised one is better than nothing and keeps Alexandria on the right path to promote transportation choices.

Having a safer passage for pedestrians and cyclists on King Street will be an impetus to increase use on this dangerous stretch. Combined with the ongoing Capital Bikeshare expansion, we will see a significant increase in bicycle ridership on King Street.

The residents on the affected portion of King Street have disqualified themselves repeatedly in this process. Their antagonistic and egoistic behavior, combined with unreasonableness, misrepresentations and disregard for safety of other traffic participants is simply deplorable.

I want to thank every single one of you for your leadership, foresight and support in this matter. Without your help this would not have been possible.

Besides Rich Baier, my gratitude extends to the T&ES staff, especially to Carrie Sanders and Hillary Poole who have worked so hard on this issue and were treated so poorly and disrespectfully by the Traffic and Parking Board during the November meeting. Special thanks also to Megan Cummings.

Thank you again for promoting a successful future for Alexandria.

Happy Holidays!

Best regards,

Eric Wagner
18 West Uhler Avenue

- Expected Response Date: Wednesday, January 1

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.

Jackie Henderson

From: jjkingconsulting@gmail.com
Sent: Saturday, December 21, 2013 9:51 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #43981: Mayor, Vice Mayor City Council I sent this letter to Rich Baier.Ric

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 43981.

Request Details:

- Name: Jerry King
- Approximate Address: No Address Specified
- Phone Number: 703-684-1688
- Email: jjkingconsulting@gmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: I sent this letter to Rich Baier.

Rich, I applaud you in your decision to move forward with the King Street Bicycle Lanes and Pedestrian Improvement project. Not many residents see the long term planning that goes into the Transportation Master Plan, Complete Streets Policy and the Bicycle and Pedestrian Plan. These are the foundations for the future of transportation in the city. They also are the impetus for change to accommodate multimodal transportation in our city. These are necessary for a growing Washington region as well as the city to move more people out of cars and into transit and other modes such as walking and cycling. And as we have seen many do not accept necessary change easily.

Your letter to the King Street Residents was excellent, spelling out in complete detail how you came to your decision. You and your staff have worked countless days on this controversial project to ensure every detail and concern was taken into consideration. The residents of our city should feel proud of the professionalism you and your staff have demonstrated.

Jerry King, Chair, Alexandria Bicycle and Pedestrian Advisory Committee

- Expected Response Date: Wednesday, January 1

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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Jackie Henderson

From: yahyayaziji90@gmail.com
Sent: Saturday, December 21, 2013 7:07 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #43980: Mayor, Vice Mayor City Council It is great that the bike lanes were app

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 43980.

Request Details:

- Name: Yahya Y
- Approximate Address: No Address Specified
- Phone Number: No Phone
- Email: yahyayaziji90@gmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: It is great that the bike lanes were approved. They are a key link to the King Street Metro Station, and will defiantly be used during our rides to get to TC and go to our destinations.
- Expected Response Date: Wednesday, January 1

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.