

Dr. Biache called 3/10/14 with an additional note:

"An easier, simple alternative is to go thru the Masonic Property and go out the back gate to get onto Hilltop."

Dr. A Biache Jr  
Bike Path From Metro(?)  
to Janney's Lane

---

Metro  
of King St to Sunset Drive (?)

---

- Sunset to Commonwealth Ave  
(Bike paths already there !!)  
(on Commonwealth)
- Commonwealth to Walnut St
- Walnut to King St  
(dead end at King, no cars  
from Russell Road on W. Walnut !!)
- King St to Upland Place  
(short distance, walkway  
already on King St !!)
- Upland to Hilltop Terrace

or  
Putnam  
Place  
to  
Janney's  
Lane

- Hilltop to South View Terrace
- South View Terrace to East Taylor Run
- E. Taylor Run to Janney's Lane

"Every post is honorable in which a man may  
serve his country." <sup>Bike</sup>  
Lanes already  
there.

- George Washington

## Jackie Henderson

---

**From:** marstepo@yahoo.com  
**Sent:** Tuesday, December 17, 2013 2:29 PM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #43741: 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 43741.

### Request Details:

- Name: Mary Steponkus
- Approximate Address: No Address Specified
- Phone Number: 703-867-0398
- Email: [marstepo@yahoo.com](mailto:marstepo@yahoo.com)
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Dear Mayor, Vice Mayor and City Council,

I am writing to you today in favor of the City's effort to install bike lanes on King St. Both the original plan and the compromise plan designed by City staff embody best practices that will make King Street safer for all users of that road. There is no excuse for inaction. Some have characterized this situation as lacking compromise and common ground. In fact, the revised plan was a compromise and the ten parking spaces have been retained in that plan. City staff's showed flexibility and a willingness to balance the needs of all road users. Some have characterized bike lane supporters as "outsiders." I am not an outsider but a City of Alexandria resident.

The bike lanes will make the street safer for all residents -- whether on foot, on a bike, on a bus or in a car. The impact of bike lanes for improving safety is well documented and recognized by local, regional and national transportation engineers. I support increasing the use of bicycles by citizens for transportation and to access transit stations, schools, local businesses and parks. Thank you for your time and attention.

Mary Steponkus  
1420 W Abingdon Dr #429  
Alexandria, VA 22314

- Expected Response Date: Thursday, December 26

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](mailto: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.

## Jackie Henderson

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**From:** allen.irwin@gmail.com  
**Sent:** Tuesday, December 17, 2013 2:26 PM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #43740: 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 43740.

### Request Details:

- Name: Allen Irwin
- Approximate Address: No Address Specified
- Phone Number: 202-374-9736
- Email: [allen.irwin@gmail.com](mailto:allen.irwin@gmail.com)
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Dear Mayor, Vice Mayor and City Council,

I am writing to you today in favor of the City's effort to install bike lanes on King St. Both the original plan and the compromise plan designed by City staff embody best practices that will make King Street safer for all users of that road. There is no excuse for inaction. Some have characterized this situation as lacking compromise and common ground. In fact, the revised plan was a compromise and the ten parking spaces have been retained in that plan. City staff's showed flexibility and a willingness to balance the needs of all road users. Some have characterized bike lane supporters as "outsiders." I am not an outsider but a City of Alexandria resident.

The bike lanes will make the street safer for all residents. I regularly travel by car, foot, and bike throughout the city and this section of King Street is one of the greatest obstacles for travelers on the east side of town. The impact of bike lanes for improving safety is well documented and recognized by local, regional and national transportation engineers. I support increasing the use of bicycles by citizens for transportation and to access transit stations, schools, local businesses and parks.

Thank you for your time and attention.

Allen Irwin  
1023 Vernon St.  
Alexandria, VA 22314

- Expected Response Date: Thursday, December 26

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](mailto:CommunityRelations@alexandriava.gov) or call 703.746.HELP.

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## Jackie Henderson

---

**From:** CommunityRelations@alexandriava.gov  
**Sent:** Tuesday, December 17, 2013 2:26 PM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #43739: 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 43739.

### 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: Dear Mayor, Vice Mayor and City Council,

I am writing to you today in favor of the City's effort to install bike lanes on King St. Both the original plan and the compromise plan designed by City staff embody best practices that will make King Street safer for all users of that road. There is no excuse for inaction. Some have characterized this situation as lacking compromise and common ground. In fact, the revised plan was a compromise and the ten parking spaces have been retained in that plan. City staff's showed flexibility and a willingness to balance the needs of all road users. Some have characterized bike lane supporters as "outsiders." I am not an outsider but a City of Alexandria resident who commutes to work by bike.

The bike lanes will make the street safer for all residents -- whether on foot, on a bike, on a bus or in a car. The impact of bike lanes for improving safety is well documented and recognized by local, regional and national transportation engineers. I support increasing the use of bicycles by citizens for transportation and to access transit stations, schools, local businesses and parks. Thank you for your time and attention.

Elizabeth McErlean  
3808 Edison St  
Alexandria, VA 22305

- Expected Response Date: Thursday, December 26

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](mailto:CommunityRelations@alexandriava.gov) or call 703.746.HELP.

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## Jackie Henderson

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**From:** kendeuel@gmail.com  
**Sent:** Monday, December 16, 2013 4:00 PM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #43681: Mayor, Vice Mayor City Council I am an Alexandria resident of 3 years a

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 43681.

### Request Details:

- Name: Kenneth Deuel
- Approximate Address: No Address Specified
- Phone Number: No Phone
- Email: [kendeuel@gmail.com](mailto:kendeuel@gmail.com)
- Service Type: Mayor, Vice Mayor City Council
- Request Description: I am an Alexandria resident of 3 years and wish to express my support in favor of the construction of King St Bike lanes.  
Ken Deuel  
1213 Madison St
- Expected Response Date: Monday, December 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](mailto:CommunityRelations@alexandriava.gov) or call 703.746.HELP.

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## Jackie Henderson

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**From:** louisepwelch@aol.com  
**Sent:** Wednesday, December 11, 2013 6:20 PM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #43458: Mayor, Vice Mayor City Council Mayor Euille and City Council Members,

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 43458.

### Request Details:

- Name: Louise Welch
- Approximate Address: No Address Specified
- Phone Number: 703-683-5315
- Email: [louisepwelch@aol.com](mailto:louisepwelch@aol.com)
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Mayor Euille and City Council Members,

I feel the Traffic and Parking Board made a wise decision to defer action on the King Street Proposal based on input received during the Public Hearing. Attached are my reasons for this conclusion and the recommended basis for implementing any future changes to our King Street neighborhood.

Thanks.

Louise Welch  
2207 King Street

- Attachment: <http://request.alexandriava.gov/GeoReport/UploadedFile.ashx/rtf/5d7467e9-f32d-4373-a622-3a3fb488b763>
- Expected Response Date: Wednesday, December 18

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](mailto:CommunityRelations@alexandriava.gov) or call 703.746.HELP.

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December 11, 2013

To: Richard Baier, Director, Transportation and Environmental Services, Alexandria, VA

I feel the Alexandria Traffic and Parking Board reached the only possible decision they could make based on the input they received -- a motion to defer action on the King Street Proposal. Why install bike lanes and "hope" they will be used? No hard evidence was provided that the number of bicyclists will increase. The statement "build it and they will come" should not be the basis for this decision, a decision that will have a major and permanent impact on the lives of residents in this old, established King Street neighborhood. Why should the "possible use" of bike lanes receive more consideration than the actual reality faced by residents and motorists each and every day? The bike counts by the Bicycle Advisory Committee, 11 bikes per hour during peak rush hour, are inflated based on actual counts by residents. A decision based on the following MYTHS should be resisted and instead be made based on the following TRUTHS:

MYTHS:

- o Bike lanes will calm traffic
- o Bike lanes will make King Street safe
- o Bike Lanes on King Street will get people out of their cars
- o Bike lanes will reduce King Street traffic/congestion
- o Bike lanes on King Street are mandated by the 2008 Plans
- o Dedicated bike lanes are required to "complete the streets"

TRUTHS:

- o Residents have NO alternative to contiguous access and parking
- o There are safer alternatives for bike lanes other than on King Street
- o Bikers can continue to use King Street and sidewalks without bike lanes
- o Parking lane provides safety buffer for residents to back into driveways
- o Parking lane provides for safe deliveries
- o Parking lane provides for safe pick-ups/drop-offs, including elderly and disabled
- o Parking lane provides safe access for service and maintenance
- o Side street parking is restricted, limited, and poorly lit
- o Same reasons for restoring parking in 2500 block exist in 2200 to 2400 blocks
- o On-street parking is a recognized calming technique
- o Proposed plan does NOT "recognize community context" (City policy)
- o Proposed plan creates a "bike lane island" with no link to Metro

How can the City reach a decision to install bike lanes in an area where it is so clearly inappropriate considering the heavy traffic, safety concerns, and alternatives available to bicyclists. Imposing a patchwork configuration for bike lanes onto a narrow 2 lane State roadway with 13,000 motorists per day is not a wise decision. And how can the City move ahead considering the overwhelming number of affected residents opposed to this proposal? My hope is that any changes the City implements

will improve safety for all. At the very least, the City should not implement changes that make things worse for residents that will live each and every day with any changes made.

Sincerely,

Louise Welch  
louisepwelch@aol.com  
703-683-5315

cc: Mayor William D. Euille and City Council  
Thomas Johnson, Jr., Chairman, Traffic and Parking Board  
Hillary Poole, Complete Streets Coordinator

## Jackie Henderson

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**From:** Steve Sindiong  
**Sent:** Monday, December 09, 2013 1:06 PM  
**To:** Rich Baier  
**Cc:** Eleonore Cox; Sandra Marks; Carrie Sanders; Hillary Poole; City Council; Jackie Henderson; Mark Jinks; Jennifer Mitchell; John Komoroske; John Sawislak; Kerry Donley; Kevin Posey; Louisa Ward; Maria Wasowski; Timothy Lovain; William Euille  
**Subject:** Letter from Transportation Commission regarding King Street bicycle facilities  
**Attachments:** 2013-12-09\_Letter from TC to TES Director\_re King Street bike facilities.pdf

Rich –  
Please see attached a letter from the Transportation Commission to you regarding the King Street bicycle facility project. The Commission passed a motion at its December 4 meeting endorsing the original staff recommendation for bike lanes on King Street between W. Cedar Street and Janney's Lane as it is consistent with the City's Complete Streets Policy. The Commission also accepts the staff compromised solution with sharrows.

Steve Sindiong, AICP  
Principal Transportation Planner  
City of Alexandria, Virginia

421 King Street, Suite 300  
Alexandria, Virginia 22314  
[www.alexandriava.gov/localmotion](http://www.alexandriava.gov/localmotion)

Office Phone (direct) 703.746.4047  
Cell Phone (mobile) 571.319.7109  
Fax 703.746.3298

**Alexandria Transportation Commission  
301 King Street  
Alexandria, VA 22314**

Mr. Richard Baier, Director of Transportation  
& Environmental Services  
Alexandria City Hall  
301 King Street, Suite 4100  
Alexandria, VA 22314

December 5, 2013

Re: King Street Bicycle Improvements

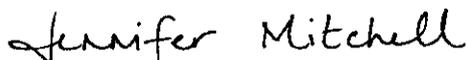
Dear Mr. Baier:

At the December 4, 2013 Transportation Commission meeting, the Commission discussed the proposed bicycle and pedestrian improvement project on King Street between West Cedar Street and Janneys Lane. This is an important project that is needed to provide safe and adequate access for bicyclists and pedestrians between Old Town, the King Street Metrorail station and activity centers to the west including TC Williams High School. The project will also provide pedestrian improvements and narrow travel lanes to maintain vehicular speeds at the posted speed limit.

The Transportation Commission endorses the original staff recommendation for bike lanes on King Street, as it is consistent with the City's Transportation Master Plan, Complete Streets Policy and the Bicycle and Pedestrian Master Plan. The City's Complete Streets Policy offers a number of situations in which a street might be exempt from implementing Complete Streets infrastructure such as disproportionate cost or non-motorized use prohibited by law, and none of the allowable exceptions apply in this case. We commend the work staff has put into developing a compromise solution in response to public comments. The staff compromise recommendation for sharrows, while not fully consistent with the Complete Streets policy, retains ten on-street spaces. We believe it is acceptable because it would still address pedestrian and bicycle safety issues.

With that noted, the Transportation Commission does not support any further compromise that would degrade pedestrian and bicycle safety along this portion of King Street. T&ES staff have put significant time and effort in developing a compromise solution, and we believe that additional deliberation will simply further delay to the implementation process without resulting in a better design solution. We respectfully request that you make a decision on this important Complete Streets project, and proceed with implementation in a timely manner.

Sincerely,



Jennifer Mitchell  
Chair, Alexandria Transportation Commission

Copy to: Mayor Euille, Vice Mayor Silberberg, and Members of the City Council

## Jackie Henderson

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**From:** dj\_scorched\_earth@yahoo.com  
**Sent:** Thursday, December 05, 2013 7:57 PM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #43268: Mayor, Vice Mayor City Council Dear City Council,I am a resident of

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 43268.

### Request Details:

- Name: Jake Jakubek
- Approximate Address: No Address Specified
- Phone Number: No Phone
- Email: [dj\\_scorched\\_earth@yahoo.com](mailto:dj_scorched_earth@yahoo.com)
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Dear City Council,

I am a resident of the West End of the City of Alexandria.

I attended the Traffic and Parking Board meeting last week with a large, diverse group of citizens of the city to voice our opinions on the King Street Bike Lanes proposal. As you would expect, there were various opinions on the idea ranging from vehement opposition to unwavering support for the lanes. Based on the numbers of people, I would say that the clear majority were people in favor of the bike lanes. The reason for this is obvious - all kinds of people ride bicycles for transportation and for recreation. Bicyclists are not a mysterious group of outsiders. They are everyone who has a bike and wants to use it, which based on bicycle industry statistics, equals out to 18 million people per year in the United States.

<http://nbd.com/articles/industry-overview-2012-pg34.htm>

This is actually more than the number of cars sold in the same year:

[http://www.automobilemag.com/features/news/1301\\_2012\\_auto\\_sales/](http://www.automobilemag.com/features/news/1301_2012_auto_sales/)

Being recently quoted, Mayor Euille understands the numbers above as he recently said, "What we're trying to do is get people out of their cars and using other modes of transportation. So there's nothing wrong about putting these bike stations in places where there are currently parking spaces because that's the message we want people to send. We don't want people driving their cars and parking, we want people to be using bicycles and walking."

<http://delray.patch.com/groups/politics-and-elections/p/alexandria-to-double-its-capital-bikeshare-station-network-this-winter>

Interestingly enough, in the past few days, a white paper was published by the US Public Interest Research Group noted that people are in fact driving less. Other studies point out that less teenagers have drivers licenses than ever before. As a result, VMT (Vehicle Miles Traveled) is down 7.4% since 2004 and thus, not coinciding with the recession.

[http://www.washingtonpost.com/local/trafficandcommuting/dc-area-sees-drop-of-driving-in-21st-century-nationwide-driving-has-decreased-by-76-percent/2013/12/04/eb60ec2e-5c52-11e3-be07-006c776266ed\\_story.html](http://www.washingtonpost.com/local/trafficandcommuting/dc-area-sees-drop-of-driving-in-21st-century-nationwide-driving-has-decreased-by-76-percent/2013/12/04/eb60ec2e-5c52-11e3-be07-006c776266ed_story.html)

<http://primarya.washingtonpost.com/local/trafficandcommuting/fewer-teens-get-drivers->

It is the first time in many years that such numbers have declined and are indicative of a trend in how people are changing their thinking about transportation in the United States. The people who were otherwise driving have shifted modes as is indicated by the fact that the number of public transit users have increased as well as people reporting walking and or cycling to move around. Frankly, I count myself as one of these people. I've been using public transit, cycling, and walking as my primary mode of locomotion all of my life.

This trend was clearly reflected in the composition of people at the TPB meeting last week and it was quite evident that most of the people in attendance wanted a safer way to ride their bicycles into Old Town from the northwestern part of Alexandria.

So it surprised me to hear that the Traffic and Parking Board decided to disregard the wishes of a large number of constituents of the city and defer a vote on the bike lanes proposal ordering the city staff to go back to the drawing board to further scale back the proposal for cycling infrastructure. Needless to say, I am also quite disappointed with this result as I ride my bike around the city and would use this connection.

I respectfully ask that the city council order the bike lanes to be painted as per the original proposal drawn up by our fine city staff Carrie Sanders and Hillary Poole whose professionalism and expertise are second to none.

Thank you for your time.

- Expected Response Date: Thursday, December 12

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](mailto:CommunityRelations@alexandriava.gov) or call 703.746.HELP.

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## Jackie Henderson

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**From:** ebirkhauser@kgpds.com  
**Sent:** Wednesday, December 04, 2013 10:03 AM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #43205: Mayor, Vice Mayor City Council Dear Mayor and Vice Mayor City Council,

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 43205.

### Request Details:

- Name: Eric Birkhauser
- Approximate Address: No Address Specified
- Phone Number: 5412853428
- Email: [ebirkhauser@kgpds.com](mailto:ebirkhauser@kgpds.com)
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Dear Mayor and Vice Mayor City Council,

I am writing to express my strong disappointment in the Traffic and Parking Boards decision to move ahead without bike lanes on King Street. Just this morning I was nearly hit by a construction vehicle turning right onto West View Terrace. Thankfully the driver whom had already passed me stopped at the last minute before turning and running me over. With a painted bike lane in place, the potential for this incident would have been dramatically reduced. I use this route every morning and every evening on my bicycle commute. I ask myself every morning when I say goodbye to my wife and children if this will be the last time. There is no other route to take, other than the sidewalk on Duke street. I ask that you please urge the Board to reconsider their decision. Changing their minds will have a dramatic effect on the safety of the residents of Alexandria.

Thank you for your consideration,  
Sincerely,

Eric Birkhauser

- Expected Response Date: Wednesday, December 11

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](mailto:CommunityRelations@alexandriava.gov) or call 703.746.HELP.

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## Jackie Henderson

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**From:** CommunityRelations@alexandriava.gov  
**Sent:** Tuesday, December 03, 2013 8:36 PM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #43191: Mayor, Vice Mayor City Council I agree with John Krall's comments on th

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 43191.

### 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: I agree with John Krall's comments on the King Street parking issue and the need for reform of the Transportation and Parking Board. I don't live in Alexandria, but I visit often.
- Expected Response Date: Tuesday, December 10

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

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**From:** rich.speckart@gmail.com  
**Sent:** Saturday, November 30, 2013 3:18 PM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #43084: Mayor, Vice Mayor City Council Dear City Council,I am requesting yo

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 43084.

### Request Details:

- Name: Richard Speckart
- Approximate Address: No Address Specified
- Phone Number: 703-283-2055
- Email: [rich.speckart@gmail.com](mailto:rich.speckart@gmail.com)
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Dear City Council,

I am requesting your support for bike lanes on King Street, between Janneys Lane and the Metro Station.

After months of community discussion, the Traffic and Parking Board last Monday decided to recommend deferring any installation of bike lanes. This was disappointing, as the city had already worked out a compromise that would limit the loss of parking spaces and provide bike lanes for most of King Street.

Sincerely,  
Rich Speckart  
312 Lamond Place  
Alexandria VA 22314

- Expected Response Date: Monday, December 9

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](mailto:CommunityRelations@alexandriava.gov) or call 703.746.HELP.

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## Jackie Henderson

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**From:** scott.binde@gmail.com  
**Sent:** Saturday, November 30, 2013 2:48 PM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #43083: Mayor, Vice Mayor City Council Dear Mayor, Vice-Mayor, and members of t

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 43083.

### Request Details:

- Name: Scott Binde
- Approximate Address: No Address Specified
- Phone Number: 703-535-7356
- Email: [scott.binde@gmail.com](mailto:scott.binde@gmail.com)
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Dear Mayor, Vice-Mayor, and members of the City Council,

I request your support for the compromise proposal put forth by city staff for King Street Traffic Calming and Bike Lanes. The Traffic and Parking Board has shown that they are out of touch with Council priorities and the interests of the majority of Alexandria residents.

At their 11-25-2013 hearing, the TPB appeared obvious to the extensive research and out reach completed by city staff in the development of "Concept 2" as a compromise proposal to balance the safety interests of pedestrians, bicyclists, and motorists; and the parking interests of local residents in the proposal they set forth.

Commissioner William Schuyler strangely stated that it wasn't the board's job to supposedly pick a "winner-take-all". Chairman Jay Johnson absurdly stated that the proposal "needs some meat on it."

Additionally, residents speaking in favor of the King Street bike lanes out numbered proponent by 2 to 1, yet with the exception of a single board member, members of the TPB spoke only about the need to protect residents and pedestrians, without a single word regarding safety needed for bicyclists.

So I also suggest that Council implement reforms to the TPB. It is now abundantly clear that the TPB is neither willing nor able to implement Council priorities, nor is it responsive to the majority of public input.

Sincerely,

Scott Binde  
1307 Queen Street  
Alexandria, VA

- Expected Response Date: Monday, December 9

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](mailto:CommunityRelations@alexandriava.gov) or call 703.746.HELP.

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## Jackie Henderson

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**From:** dneumann003@yahoo.com  
**Sent:** Friday, November 29, 2013 11:22 AM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #43066: Mayor, Vice Mayor City Council I strongly support bike lanes on King St

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 43066.

### Request Details:

- Name: David Neumann
- Approximate Address: No Address Specified
- Phone Number: No Phone
- Email: [dneumann003@yahoo.com](mailto:dneumann003@yahoo.com)
- Service Type: Mayor, Vice Mayor City Council
- Request Description: I strongly support bike lanes on King Street and urge the major and city council to move forward with this vital public safety initiative now. Please do not continue to defer action. There is a clear consensus supporting bike lanes. Act now!
- Expected Response Date: Monday, December 9

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](mailto:CommunityRelations@alexandriava.gov) or call 703.746.HELP.

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## Jackie Henderson

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**From:** kris.andersen@gmail.com  
**Sent:** Wednesday, November 27, 2013 10:59 AM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #43035: 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 43035.

### Request Details:

- Name: Kris Andersen
- Approximate Address: No Address Specified
- Phone Number: No Phone
- Email: [kris.andersen@gmail.com](mailto:kris.andersen@gmail.com)
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Dear Mayor, Vice Mayor, and City Council:

I am concerned that recent decisions by the Traffic and Parking Board (T&PB) are not aligned with the City's well-vetted transportation and environmental goals and believe that action by the City Council is needed.

The T&PB recently voted to defer a decision on the King St bike lane project in its November 25 meeting. This leaves King St without any parking or bike lane stripes during the winter.

Although most people at the meeting, by a margin of 2 to 1, spoke in favor of a compromise plan (Concept 2) during three hours of public discussion, the board decided -- after only a few minutes of deliberation -- that there was no "common ground" and instructed city staff to come back with a plan with "more meat on it."

There have been over 6 very well attended public meetings on the King St bicycle and pedestrian project since June 2013.

There have been op-ed pieces written in the Wall Street Journal about the King St bike lanes.

Over 290 pages of letters were received by the T&PB on the King St project -- most wrote in support of the project by a margin of 3 to 1.

The project was already deferred by the T&PB once, at the request of city staff, in order solicit more public comment. This is how the "common ground" of the compromise Concept 2 plan was achieved.

No clarification was provided as to what sort of "meat" the T&PB is looking for, however, those opposed to the plan are primarily against any removal of the public parking spaces along King St. The compromise plan accommodates 4 times as many parking spaces as are used in a typical day according to city data -- only 2.4 parking spaces are used daily, on average, and 10 spaces are left in the 2500 block of King St in the Concept 2 plan presented.

At the meeting several city agencies spoke or wrote in favor of the bike lane project, including the Environmental Policy Commission and Recreation Commission. A TC Williams science teacher spoke in favor of the plan, since it provides a key bicycle artery to the school. Furthermore, the plan is aligned with several long-standing city initiatives including the Transportation Master Plan and Eco-City Alexandria Charter.

I understand that the removal of public parking spaces (even if 4 times capacity remains) is controversial. However, here we have a situation where the agencies charged to achieve the transportation and environmental goals of the City support the plan which the T&PB is deferring to avoid controversy.

Your leadership is needed to move this forward.

The current situation leaves King St with no parking or bike lane stripes for the next two months. This timing is particularly bad in view of upcoming winter road conditions.

I ask you to direct the Transportation and Environmental Services Director to decide on this plan now.

Perhaps the Concept 2 plan can be implemented on a temporary one-year basis and monitored by the City for effectiveness. We can always re-paint or plan more comprehensive projects, but deferring leaves a major artery with traffic volumes of 13,000 vehicles per day in precarious condition.

Sincerely,

Kris Andersen  
53 E. Taylor Run Pkwy, Alexandria, VA 22314

- Expected Response Date: Friday, December 6

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](mailto:CommunityRelations@alexandriava.gov) or call 703.746.HELP.

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## Jackie Henderson

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**From:** jjkingconsulting@gmail.com  
**Sent:** Tuesday, November 26, 2013 8:45 PM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #43017: Mayor, Vice Mayor City Council Mayor, Vice Mayor and City Council membe

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 43017.

### Request Details:

- Name: Jerry King
- Approximate Address: No Address Specified
- Phone Number: 703-684-1688
- Email: [jjkingconsulting@gmail.com](mailto:jjkingconsulting@gmail.com)
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Mayor, Vice Mayor and City Council members, The performance of the Traffic and Parking Board leadership last night was an outrage. They did not seriously consider the City's proposal for King Street Traffic Calming.
  - The Chair displayed his disrespect for City Staff in his remarks that immediately preceded the public hearing and in his behavior after the conclusion of public comments. The Vice Chair was equally dismissive and disrespectful to City Staff.
  - At the conclusion of the hearing with more than 50 speakers there were no questions and no discussion before a motion to defer was made and seconded. The Chair was ready to vote on this issue before two questions were asked: (1) From a TPB member: Why not approve parts of the plan? (2) From Bob Garbacz: What was the basis for the deferral, i.e. what did the TPB want the City staff to do? Clearly the TPB Chair had decided in advance that the TPB would not approve the City's plan, but to be so blatant in trying to dismiss it without providing any useful advice or direction, he was an embarrassment to all of us.
  - The answers to the two questions led to a short discussion that further displayed the biases and unprofessionalism of the TPB leadership. From the Vice Chair: "I do not see how the City's plan improves safety." He apparently did not accept neither the City staff's expert opinion, nor that of the various studies and sources referenced in both written and oral statements. His disinterest was demonstrated by his not asking any questions about the basis for the City's judgments. City staff was not afforded any opportunity to respond to his or other "closing" remarks. From the Chair - "The City needs to start by widening the sidewalks." Really? Did he bother to ask the results of the City staff's assessment of that option? No. Again, arrogant, dismissive and disrespectful. Here are the facts:
    1. The City staff has developed a plan with both good engineering judgment and compromises in an effort to address as many citizen concerns as possible.
    2. The City's plan has been endorsed by regional organizations such as the Coalition for Smarter Growth, as well as City-appointed officials and Commissions, namely the Chair of the City's Transportation Commission and by the Environmental Planning and Parks and Recreation Commissions.
    3. Public comments, both written and oral were in favor of the City plan by not just an overwhelming majority, but by better than a 2 to 1 margin. I request you support the City Staff and your other appointed Commissions and discount the results of the most unprofessionally led Board I have seen

in this City. Recommend the council dismiss the actions of the Traffic and Parking Board and direct the Director of T&ES to proceed with the City's well thought out plan for King Street.

Jerry King, Chair, Alexandria Bicycle and Pedestrian Advisory Committee

- Attachment: <http://request.alexandriava.gov/GeoReport/UploadedFile.ashx/docx/a759c69d-0195-4474-8aab-84682e2ed3c1>
- Expected Response Date: Thursday, December 5

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](mailto:CommunityRelations@alexandriava.gov) or call 703.746.HELP.

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Mayor, Vice Mayor and City Council members,

The performance of the Traffic and Parking Board leadership last night was an outrage. They did not seriously consider the City's proposal for King Street Traffic Calming.

- The Chair displayed his disrespect for City Staff in his remarks that immediately preceded the public hearing and in his behavior after the conclusion of public comments. The Vice Chair was equally dismissive and disrespectful to City Staff.

- At the conclusion of the hearing with more than 50 speakers there were no questions and no discussion before a motion to defer was made and seconded.

The Chair was ready to vote on this issue before two questions were asked: (1) From a TPB member: Why not approve parts of the plan? (2) From Bob Garbacz: What was the basis for the deferral, i.e. what did the TPB want the City staff to do? Clearly the TPB Chair had decided in advance that the TPB would not approve the City's plan, but to be so blatant in trying to dismiss it without providing any useful advice or direction, he was an embarrassment to all of us.

- The answers to the two questions led to a short discussion that further displayed the biases and unprofessionalism of the TPB leadership.

From the Vice Chair: "I do not see how the City's plan improves safety." He apparently did not accept neither the City staff's expert opinion, nor that of the various studies and sources referenced in both written and oral statements. His disinterest was demonstrated by his not asking any questions about the basis for the City's judgments. City staff was not afforded any opportunity to respond to his or other "closing" remarks.

From the Chair - "The City needs to start by widening the sidewalks." Really? Did he bother to ask the results of the City staff's assessment of that option? No. Again, arrogant, dismissive and disrespectful.

Here are the facts:

1. The City staff has developed a plan with both good engineering judgment and compromises in an effort to address as many citizen concerns as possible.
2. The City's plan has been endorsed by regional organizations such as the Coalition for Smarter Growth, as well as City-appointed officials and

Commissions, namely the Chair of the City's Transportation Commission and by the Environmental Planning and Parks and Recreation Commissions.  
3. Public comments, both written and oral were in favor of the City plan by not just an overwhelming majority, but by better than a 2 to 1 margin.

I request you support the City Staff and your other appointed Commissions and discount the results of the most unprofessionally led Board I have seen in this City. Recommend the council dismiss the actions of the Traffic and Parking Board and direct the Director of T&ES to proceed with the City's well thought out plan for King Street.

Jerry King, Chair, Alexandria Bicycle and Pedestrian Advisory Committee

## Jackie Henderson

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**From:** tkrulik@me.com  
**Sent:** Tuesday, November 26, 2013 6:22 PM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #43013: Mayor, Vice Mayor City Council Good evening,I feel compelled to wri

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 43013.

### Request Details:

- Name: Tracy Krulik
- Approximate Address: No Address Specified
- Phone Number: 703-416-6534
- Email: [tkrulik@me.com](mailto:tkrulik@me.com)
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Good evening,

I feel compelled to write to you to express my deep concern for the way the Traffic and Parking Board meeting was run last night. It was the first official City meeting that I've attended, and if this is the norm in Alexandria, then I have deep concerns for our city.

I am a homeowner in Old Town North, and I was excited to learn that the City is working to improve streets for everyone. I see the progress Arlington is making towards safer streets for bikers and pedestrians, and I was thrilled to hear that Alexandria has a plan in place to do the same.

I understand that the King Street bike lane issue is contentious, but I was under the impression that last night's meeting was meant to give all voices an opportunity to be heard. While I'm certainly pro-cycling, I was open to hearing other ways to improve bike and pedestrian safety in the western part of Old Town if the bike lanes on King Street weren't the best solution.

I paid careful attention to Hillary Poole's presentation, and I have to say, Alexandria is incredibly lucky to have someone of her caliber on staff. I know nothing about traffic planning, but I know enough about business and about people to know that Ms. Poole and others on the City staff have used a scientific and thoughtful approach to devising a safer-streets plan.

Unfortunately, it appeared to me that members of the Board were not willing to give Ms. Poole their attention and respect. The questions asked to her by the Board chair were said in a snarky tone and clearly showed that he didn't buy what he was hearing.

It appeared that the Board had little interest in what most of the speakers were saying and that they had made up their minds before the meeting began. What an absolute waste of my time and everyone else who gave up their evenings to try to make our city better.

Do you commonly invite citizens to voice concerns to your boards and not care at all about what they say? The board last night had almost zero follow up questions, and for much of the evening they were talking amongst themselves, nodding off, or looking off into space.

I love Alexandria. My husband and I moved to the Washington, DC area 11 years ago because we attended a wedding in Old Town and fell in love with its charm. We saved up our money while renting in Arlington for 8 years so that we could finally buy a home here in 2009.

The nasty tone and seemingly jaded attitudes of the Board last night make me wonder how much those

individuals love our city. Instead of embracing citizens for caring enough to give hours and hours of time fighting for something they believe in, the Board essentially dismissed opinions that differed from their own.

Please tell me that this is not the way we do business in Alexandria. We can do better.

Sincerely,  
Tracy Krulik  
1023 N. Royal St, Unit 309

- Expected Response Date: Thursday, December 5

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](mailto:CommunityRelations@alexandriava.gov) or call 703.746.HELP.

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## Jackie Henderson

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**From:** suegunter96@gmail.com  
**Sent:** Tuesday, November 26, 2013 4:53 PM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #43011: Mayor, Vice Mayor City Council Please see my letter re proposed bike la

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 43011.

### Request Details:

- Name: Sue D. Gunter
- Approximate Address: No Address Specified
- Phone Number: 703-402-0119
- Email: [suegunter96@gmail.com](mailto:suegunter96@gmail.com)
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Please see my letter re proposed bike lanes on King Street.
- Attachment: <http://request.alexandriava.gov/GeoReport/UploadedFile.ashx/pdf/f243e16e-7c1e-49f5-af1f-7d7071e799a7>
- Expected Response Date: Thursday, December 5

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

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Sue D. Gunter  
510 Braxton Place  
Alexandria, Virginia 22301

November 26, 2013

*Via Electronic Mail*

Mr. Robert Garbacz  
Department of Transportation and Environmental Services

Dear Mr. Garbacz:

I am writing to express my disappointment in the Board's decision last night to defer a decision regarding the proposal that included bike lanes for King Street in Alexandria between Janney's Lane and Callahan Drive.

The decision was deferred on the basis that there is a need for compromise between residents who live on King Street and do not want to lose parking and bicyclists. In fact, the compromise proposal that was before the Board last night is a substantial compromise from the original proposal. To defer at this point and go forward with the other changes in effect is a "no" for bike improvements on King Street. The city staff had worked hard, spending hours in meetings with the neighborhood, performing studies, and developing the compromise plan. To suggest that there has been no compromise on the part of bicyclists, some of whom expressed a preference for the original plan but most if not all who supported the compromise plan, is a real disappointment.

I have been a resident of Alexandria and have lived at 510 Braxton Place, between Upland Place and Highland Place, one block off of King Street, since 1979. I commute to work by bicycle daily from my home on Braxton Place to my job in the District of Columbia. The bike lanes on King Street would have greatly improved my commute by making it much safer. I hope the Board will reconsider its action.

Sincerely,



Sue D. Gunter

## Jackie Henderson

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**From:** ahamre@gmail.com  
**Sent:** Tuesday, November 26, 2013 3:02 PM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #43007: Mayor, Vice Mayor City Council Mayor, Vice Mayor and City Council membe

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 43007.

### Request Details:

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

I attended and spoke at the Traffic & Parking Board meeting last night and am writing to share my complete disappointment at the conduct of the Board leadership before, during, and after the public comment period for the King Street Traffic Calming and Bike Lanes project.

This was a farce of the democratic process, and I am writing to request that you support the City Staff and other appointed Commissions and discount the recommendation for deferral from the most unprofessionally led Board I have seen operate in our City.

The Board Chair openly tried to discredit City Staff by questioning the City's expert opinion, and dismissed numerous citations to international peer-reviewed research that demonstrates dedicated travel facilities reduce traffic injuries and deaths. I am a cyclist who sustained two broken bones in my right hand after getting doored in mixed-traffic, so I appreciate on a personal level how much safer dedicated travel space for cycling truly is.

After two months of delay and three hours of public comment with more than 50 speakers, the Board made a motion to defer and seconded without any substantive discussion whatsoever. Although both written and in-person statements in support of the Staff's proposal outnumbered opposition by at least 2-to-1, the Board leadership repeatedly cited a need to balance the needs of a small minority with the welfare of our entire City.

Complaints about where to put the third car need to be balanced with the safety of the 12% of Alexandrians who live in households without cars? Overflow party parking needs to be balanced with the safety of the over 3% of Alexandrians who regularly commute by bicycle?

Although Alexandria is a Silver Level Bicycle Friendly Community, has the second-highest bicycle commuter share in the region, and has the MetroRail station with the highest bike-to-metro rate in the entire MetroRail system, the Board disrespectfully emphasized the need to implement pedestrian safety improvements as soon as possible while wholly disregarding the need for any safety improvements for cyclists.

The multimodal majority wrote and spoke to a Traffic & Parking Board with deaf ears. Please support the City Staff and other appointed Commissions and discount the recommendation for deferral. Alexandria is better than this.

Sincerely,  
Andrea Hamre  
205 Wesmond Drive  
Alexandria VA 22305

## Jackie Henderson

---

**From:** kevinplindsey@gmail.com  
**Sent:** Tuesday, November 26, 2013 10:42 AM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #42991: Mayor, Vice Mayor City Council Please don't delay the King Street bike

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 42991.

### Request Details:

- Name: Kevin Lindsey
- Approximate Address: No Address Specified
- Phone Number: 631-873-5302
- Email: [kevinplindsey@gmail.com](mailto:kevinplindsey@gmail.com)
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Please don't delay the King Street bike lane any more. Bike lanes save lives and make it safe for people on bikes. Delays mean the street is unsafe for people on bikes, cars, and pedestrians.
- Expected Response Date: Thursday, December 5

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](mailto:CommunityRelations@alexandriava.gov) or call 703.746.HELP.

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## Jackie Henderson

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**From:** shbarstow@gmail.com  
**Sent:** Sunday, November 24, 2013 8:56 PM  
**To:** Jackie Henderson  
**Subject:** Call.Click.Connect. #42919: City Clerk and Clerk of Council Attached for your information is a lette

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 42919.

### Request Details:

- Name: Scott Barstow
- Approximate Address: No Address Specified
- Phone Number: 571-319-1428
- Email: [shbarstow@gmail.com](mailto:shbarstow@gmail.com)
- Service Type: City Clerk and Clerk of Council
- Request Description: Attached for your information is a letter from the Environmental Policy Commission to the Traffic and Parking Board in support of establishing full bike lanes along King Street.
- Attachment: <http://request.alexandriava.gov/GeoReport/UploadedFile.ashx/pdf/bf2c5b94-f375-4550-8885-5b07340baec4>
- Expected Response Date: Wednesday, December 4

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](mailto:CommunityRelations@alexandriava.gov) or call 703.746.HELP.

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*Environmental Policy Commission*

November 18, 2013

Thomas "Jay" Johnson, Jr.  
Chair, Traffic & Parking Board  
City of Alexandria  
Alexandria, VA 22314

**Bicycle Lanes on King Street**

Dear Chairman Johnson:

I am writing on behalf of the Alexandria Environmental Policy Commission to request that you support establishing traffic calming and continuous bike lanes on King Street, including the segment of King Street between West Cedar Street and Janneys Lane. In addition to better providing for safety for all modes of transportation, the project would help to achieve the City's Eco-City multi-modal transportation goals by improving access to King Street Metro in this important corridor. The project is also a key extension of recent efforts, including Capital Bikeshare, to encourage use of non-motorized transportation whenever feasible.

Alexandria is working to meet aggressive greenhouse gas emissions reduction goals, as contained in the Energy and Climate Change Action Plan adopted by City Council in 2011. Meeting these goals requires significantly reducing transportation-related emissions, which comprise over 30 percent of our community's greenhouse gas emissions. Alexandria must join cities across the country and the region in making bicycle and pedestrian transportation access the rule, rather than the exception. EPC believes that this will be much better accomplished by establishing full bike lanes than requiring cyclists to join the same lane as fast-moving cars and trucks. Requiring cyclists and drivers to switch between separate bike and car lanes to a shared lane would heighten the risk to cyclists and motorists.

Importantly, making biking and walking safe and convenient will encourage use of active transportation which can help reduce obesity and associated health care issues among our citizens. The strategic location of this project makes it an important link for access both transit and T.C. Williams High School. Full bike lanes will enable more of our high school students to safely bike to school.

EPC believes the benefits of this project, as originally proposed, would far outweigh the limited adverse impact in terms of parking convenience, not necessity, it would have for a very small number of households. By approving full bike lanes for King Street, the Traffic and Parking Board can make Alexandria safer and more livable for the entire community, helping residents throughout the area live healthier and economically productive lives while reducing their impact on the environment. The King Street Traffic Calming and Bike Lanes Project is a critical step in meeting Alexandria's commitment as an Eco-City. We request that you support the full extent of King Street bike lanes as originally proposed between W. Cedar Street and Janneys Lane.

*(over)*

Thank you for your consideration, and for your work on behalf of all Alexandria.

Sincerely,

A handwritten signature in black ink, consisting of several loops and a long horizontal stroke extending to the right.

Scott Barstow  
Chair, Environmental Policy Commission

cc: City Council

## Jackie Henderson

---

**From:** keithdleonard@comcast.net  
**Sent:** Saturday, November 23, 2013 10:29 AM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #42905: Mayor, Vice Mayor City Council I am writing is support of adding bike l

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 42905.

### Request Details:

- Name: Keith Leonard
- Approximate Address: No Address Specified
- Phone Number: 703-677-5653
- Email: [keithdleonard@comcast.net](mailto:keithdleonard@comcast.net)
- Service Type: Mayor, Vice Mayor City Council
- Request Description: I am writing is support of adding bike lanes to King Street. I ride the route 3-4 times per week and the bike lanes would add a degree of safety for cyclists that currently does not exist. I live on Putnam Place, a few blocks from King and truly believe this would be a benefit. Thanks for your time.
- Expected Response Date: Wednesday, December 4

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](mailto:CommunityRelations@alexandriava.gov) or call 703.746.HELP.

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## Jackie Henderson

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**From:** Elaine Scott  
**Sent:** Friday, November 22, 2013 2:22 PM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** RE: Call.Click.Connect. #42863: Mayor, Vice Mayor City Council Estimado Alcalde Euille y Consejo de Ale

Here is the translation of the below message:

*Bicycle mobilization in the City is very important. However, the traffic congestion in King Street is dangerous for such mobilization. Please provide bike lanes along King Street. Thank you for your support to bikers.*

*Elaine Scott  
Communications/Public Information  
703.746.4317 (direct)  
703.746.4800 (office)  
703.472.0182 (cell)  
703.838.6426 (fax)  
Connect with the City of Alexandria: [alexandriava.gov/SocialMedia](http://alexandriava.gov/SocialMedia)*

### ECO-CITY ALEXANDRIA

In keeping with Eco-City Alexandria please consider the environment before printing this e-mail.

**From:** [vingemijos@aol.com](mailto:vingemijos@aol.com) [<mailto:vingemijos@aol.com>]  
**Sent:** Thursday, November 21, 2013 8:51 PM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #42863: Mayor, Vice Mayor City Council Estimado Alcalde Euille y Consejo de Ale

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 42863.

### Request Details:

- Name: Victor Inga
- Approximate Address: No Address Specified
- Phone Number: 703 960 0825
- Email: [vingemijos@aol.com](mailto:vingemijos@aol.com)
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Estimado Alcalde Euille y Consejo de Alexandria:  
El transporte en la ciudad con bicicletas es muy importante para la movilizacion pero el congestionamiento de autos en King Street es peligroso. Por favor proporcionen vias para las bicicletas. Gracias por su apoyo a los ciclistas. Please, give us bike lanes on King Street.  
Sinceramente,  
Victor Inga
- Expected Response Date: Monday, December 2

## Jackie Henderson

---

**From:** thomaswalczykowski@comcast.net  
**Sent:** Friday, November 22, 2013 8:44 AM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #42869: Mayor, Vice Mayor City Council Dear Mayor Euille and City Counsel,R

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 42869.

### Request Details:

- Name: Tom Walczykowski
- Approximate Address: No Address Specified
- Phone Number: 703-461-9206
- Email: [thomaswalczykowski@comcast.net](mailto:thomaswalczykowski@comcast.net)
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Dear Mayor Euille and City Counsel,

Re: Proposed Bike Lanes on King Street

On November 18, 2013 the Clover-College Park Civic Association (CCPCA) Board met to discuss several items only one of which was the City staff's plan to add bike lanes to the downhill stretch of King Street. The CCPCA president had attended the staff briefing on October 30 and passed information on to the CCPCA membership through its list serve. Of those responding, three to one were opposed to the proposal. The Board unanimously voted to concur with the Taylor Run Civic Association decision that this matter need more study. The Board was surprised that this matter was to be decided solely by the Traffic and Parking Board and the Department head. King Street is a major east to west through fare with daily traffic estimates ranging from 13,000 to 15,000 mixed vehicles, now including the buses, vans and autos from BRAC. The proposed changes to King Street would affect thousands of citizens, workers and business; therefore, this matter would best be evaluated and decided by elected Alexandria officials.

Sincerely yours,

Tom Walczykowski  
CCPCA President

- Expected Response Date: Tuesday, December 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](mailto:CommunityRelations@alexandriava.gov) or call 703.746.HELP.

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## Jackie Henderson

---

**From:** vingemijos@aol.com  
**Sent:** Thursday, November 21, 2013 8:51 PM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #42863: Mayor, Vice Mayor City Council Estimado Alcalde Euille y Consejo de Ale

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 42863.

### Request Details:

- Name: Victor Inga
- Approximate Address: No Address Specified
- Phone Number: 703 960 0825
- Email: [vingemijos@aol.com](mailto:vingemijos@aol.com)
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Estimado Alcalde Euille y Consejo de Alexandria:  
El transporte en la ciudad con bicicletas es muy importante para la movilizacion pero el congestionamiento de autos en King Street es peligroso. Por favor proporcionen vias para las bicicletas. Gracias por su apoyo a los ciclistas. Please, give us bike lanes on King Street.  
Sinceramente,  
Victor Inga
- Expected Response Date: Monday, December 2

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](mailto:CommunityRelations@alexandriava.gov) or call 703.746.HELP.

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## Jackie Henderson

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**From:** kris.andersen@gmail.com  
**Sent:** Thursday, November 21, 2013 2:42 PM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #42853: Mayor, Vice Mayor City Council Dear Mayor and City Council:I strong

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 42853.

### Request Details:

- Name: Kristopher Andersen
- Approximate Address: No Address Specified
- Phone Number: No Phone
- Email: [kris.andersen@gmail.com](mailto:kris.andersen@gmail.com)
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Dear Mayor and City Council:

I strongly support the bike lane project along King St. I live in the Taylor Run neighborhood on East Taylor Run. For my family, and the majority of my neighbors, proximity to the King St metro is a key reason we live in this area, and getting to the metro is part of our daily commute. I personally continue a few blocks past to the Patent Office. My wife takes the yellow line into DC.

Right now, the only option to get to the metro is the bus. Driving to King St metro is out (there's no parking anyway), and the walk is too far to be viable. However, the 1-3 mile distance is perfect on a bicycle.

I have seen first hand the bike lane/sharrow improvements taking place on Janneys Lane. We walk back and forth along Janneys to MacArthur Elementary (where our two kids go) daily. Janneys Lane looks awesome! and I congratulate the City for what's being done there.

All that's needed to provide a safe route via Janneys Lane is to connect the bike lanes a few more blocks to the metro.

I am very sympathetic to the concerns of my neighbors regarding the removal of parking. I attended a City presentation at Maury Elementary and my neighborhood's community association (TRCA) meeting where this issue was passionately discussed. Their opposition to the removal of any parking is loud and clear; so well heard, that you can read the op-ed section of the Wall Street Journal to get their perspective on the King St bike lanes.

This concern has been addressed by city staff. The Concept 2 plan keeps parking for 10 cars. My understanding is that the number of parked cars was measured, and averaged less than 3 cars. Even if the city data is off by over 300%, the parking needs of my neighbors has been met (and then some).

The city has already committed to a great route along Janneys Lane, which is one of the only east-west bicycle corridors in the city -- only Eisenhower comes to mind as an alternative. To have it dead end at King St would truly be a shame.

I encourage you to support the King St bike lane plan going forward.

Sincerely,

Kristopher Andersen

- Expected Response Date: Monday, December 2

## Jackie Henderson

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**From:** jmcglos@yahoo.com  
**Sent:** Thursday, November 21, 2013 12:59 PM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #42847: Mayor, Vice Mayor City Council As a citizen of Alexandria City, who als

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 42847.

### Request Details:

- Name: Julie McGlosson
- Approximate Address: No Address Specified
- Phone Number: 5712161529
- Email: [jmcglos@yahoo.com](mailto:jmcglos@yahoo.com)
- Service Type: Mayor, Vice Mayor City Council
- Request Description: As a citizen of Alexandria City, who also works in the City, and regularly commutes to work, shops and restaurants in the City, I support the proposal for dedicated bike lanes on King Street. It has been shown to be safer for all, cars and cyclists, for dedicated bike lanes to be installed on a street vice only sharrows. Sharrows raise awareness for drivers that cyclists may be on the road. Dedicated bike lanes go one step further toward a complete, integrated system of road use for both cyclists and cars.

In addition, I do not believe it is safe for cyclists to be on the sidewalk (in my opinion) climbing a hill, passing (trying to pass) a pedestrian, or having one bombing down the hill on the sidewalk in the opposite direction because he or she doesn't feel safe on the road. This "solution" has been suggested by some of the residents that live along that stretch of King Street.

The owners of the houses that will be losing the public parking spots directly in front of their homes argue that cyclists constitute only x% of the population (it always depends which statistic they choose to quote, usually around 1%). But they then turn around and ask the City of Alexandria to not take away "their" parking spots (that are public spots) for the sake of just a few of them, for playdates for their children or the occasional plumber that stops to fix a leaky faucet in their homes. All the homes in question have private driveways.

What started as a plan to provide traffic calming and a friendlier area for pedestrians and cyclists has turned into a perceived assault on the homeowners along that stretch of King Street, to salvage a few precious parking spots that are rarely used.

I hope as a council member of Alexandria City you make a decision based on what's best for the City as whole.

Thanks!

-Julie McGlosson

- Expected Response Date: Monday, December 2

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## Jackie Henderson

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**From:** jimandcarey48@comcast.net  
**Sent:** Thursday, November 21, 2013 10:57 AM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #42837: Mayor, Vice Mayor City Council November 21, 2013 Mayor Euille, Vice

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 42837.

### Request Details:

- Name: Jim Durham
- Approximate Address: No Address Specified
- Phone Number: 703-508-0762
- Email: [jimandcarey48@comcast.net](mailto:jimandcarey48@comcast.net)
- Service Type: Mayor, Vice Mayor City Council
- Request Description: November 21, 2013

Mayor Euille, Vice Mayor Silberberg and members of City Council,

First, thank you for the City's adoption of its Complete Streets Policy in 2011. Adoption of this policy and reaffirming it in 2013 through important implementation steps such as the King Street Traffic Calming and Bike Lanes Project are critical to making our streets safer for all users. I much appreciate the strategic direction you are providing to make ensure Alexandria remains a healthy and livable community in the future. Thank you. I am writing to ask that you take active steps, between now and Monday to reaffirm your support for the City's Complete Streets policy. As you may be aware, a city resident has published an article claiming that the Complete Streets are for "the one percent of American adults" who cycle to work or school:

<http://spectator.org/articles/56526/complete-streets-occupiers>. On the contrary, as you know, safety for all is the focus. Appreciate it you would let Alexandrian's know that you stand behind the policy set in 2011 and that it is a policy that provides for safe and equitable use of our streets for all. Appreciate it if you would set the record straight.

Separately, I have asked Bob Garbacz to send you a copy of my letter to the Traffic and Parking Board, requesting they approve the project in the interest of public safety, and consistency with the City's policies and plans. I better understand the safety issues from standing on King Street for several hours over multiple days and talking with those who use this street – on both sides of the street. If you want to out a face to the impact of the safety concerns, talk with Rachel Leonard of Putnam Street who is afraid to walk with her children to the Amtrak Station, she drives there instead, or Brad Halsey, a father who lives nearby, but is afraid to walk with a stroller along King Street because of excessive traffic speeds and the immediate proximity of vehicles to the sidewalk. Thanks for providing the important strategic direction for the City, particularly the Complete Streets Policy. I request that you reaffirm your support of this policy, lest any silence be interpreted as agreement with those who have publicly derided the policy.

Respectfully,

Jim Durham  
622 Fort Williams Pkwy  
Alexandria, VA 22304

- Expected Response Date: Monday, December 2

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

## Jackie Henderson

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**From:** dj\_scorched\_earth@yahoo.com  
**Sent:** Thursday, November 21, 2013 10:52 AM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #42836: Mayor, Vice Mayor City Council Dear City Council,I am writing in su

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 42836.

### Request Details:

- Name: Jake Jakubek
- Approximate Address: No Address Specified
- Phone Number: 202-556-0431
- Email: [dj\\_scorched\\_earth@yahoo.com](mailto:dj_scorched_earth@yahoo.com)
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Dear City Council,

I am writing in support of the King Street Bike Lanes ahead of Monday's TPB meeting at City Hall where I intend to speak. I have written you on this topic before however since it has been a while and judging from various articles that have surfaced since, the discussion has heated up.

I fully support the original proposal of a bike lane from Russell Road to Janney's Lane on King Street in Alexandria. This will serve the citizens of the city of Alexandria as well as those in neighboring jurisdictions in the following ways:

- 1) It will connect the nascent cycling network that the city has been working to build - something for which I would like to thank you as well.
- 2) It will give people from just outside Alexandria in the Fairlington neighborhood of Arlington and beyond a direct connection to visit Old Town using something other than a car. Being that that section of King Street is narrow and a busy stretch, taking cars off the road is a good idea. As a matter of fact, data from Capital Bikeshare indicates that people pick up bikes in Fairlington and drop them off at the King Street metro Bikeshare station meaning that this route is in demand and making it safer for cyclists will probably increase said usage. You can see the network effect taking place.
- 3) It will help cement our recent status of a Silver Level Bicycle Friendly Community and will form a plan of the city council's plan to achieve Platinum status.

I look forward to your approval of the bike lane project.

Sincerely,

Jake Jakubek

- Expected Response Date: Monday, December 2

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## Jackie Henderson

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**From:** jcflack54@gmail.com  
**Sent:** Thursday, November 21, 2013 10:01 AM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #42832: Mayor, Vice Mayor City Council About bike lanes on King Street -I'm n

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 42832.

### Request Details:

- Name: John Flack
- Approximate Address: No Address Specified
- Phone Number: 703-996-9413
- Email: [jcflack54@gmail.com](mailto:jcflack54@gmail.com)
- Service Type: Mayor, Vice Mayor City Council
- Request Description: About bike lanes on King Street -  
I'm not sure that I support bike lanes on King Street from Janney's Lane to the metro station, but I do know that a mixture of lanes and sharrows are a dumb idea. The only thing worse for a biker (I'm one) than no bike lane is a bike lane that appears and disappears and re-appears, forcing him to weave in and out of traffic. Braddock Rd. does this and it scares me to death to ride on that street.  
I do think that more bike friendly connections between Old Town and the West End ARE needed. I'm thinking that Duke Street is a better place for bike lanes because it is wider than King. The real problem on Duke eastbound is getting past the access to Telegraph Rd. and under the bridge.
- Expected Response Date: Monday, December 2

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## Jackie Henderson

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**From:** kougeas@comcast.net  
**Sent:** Thursday, November 21, 2013 7:57 AM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #42824: Mayor, Vice Mayor City Council As a longtime homeowner, I urge you NOT

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 42824.

### Request Details:

- Name: Paula KOUGEAS
- Approximate Address: No Address Specified
- Phone Number: 7035494272
- Email: [kougeas@comcast.net](mailto:kougeas@comcast.net)
- Service Type: Mayor, Vice Mayor City Council
- Request Description: As a longtime homeowner, I urge you NOT to remove parking for bike lanes. Removing parking devalues property. I am not affected by the King St bike lanes but as a homeowner I don't believe the city should take away parking that has existed for decades. Let the bikes use Braddock or Duke St.
- Expected Response Date: Monday, December 2

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](mailto:CommunityRelations@alexandriava.gov) or call 703.746.HELP.

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## Jackie Henderson

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**From:** jjmarks92@gmail.com  
**Sent:** Wednesday, November 20, 2013 10:17 PM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #42814: Mayor, Vice Mayor City Council at 216 E MASON AV Dear Council Member:Please support t

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 42814.

### Request Details:

- Name: Justin Marks
- Approximate Address: 216 E MASON AV (See [map below](#))
- Phone Number: 303-564-3872
- Email: [jjmarks92@gmail.com](mailto:jjmarks92@gmail.com)
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Dear Council Member:

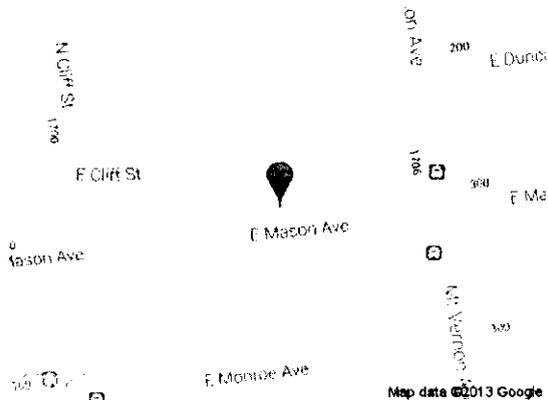
Please support the King Street bike lane. I am a father that transports my children to day care via bicycle on my way to Metro. More bicycle lanes not only create space for both people that ride bikes and motorists, but also encourages more people riding bikes thus, reducing pollution, improving health, etc.. Additionally, more people on bikes means more driver awareness.

Sharrows do not protect people that ride bicycles.

Streets are public space. The majority of this public space is dedicated to motorists. Please carve out some space for people that ride bikes for transportation.

I support the originally-proposed design with full bike lanes extending to Janneys Lane, with the compromise of a 5 foot bike lane on the north side of King St to assist residents with access to their driveways.

- Expected Response Date: Wednesday, November 27



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## Jackie Henderson

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**From:** jonathan@jonathankrall.net  
**Sent:** Wednesday, November 20, 2013 10:07 PM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #42813: Mayor, Vice Mayor City Council Please see attached letter concerning th

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 42813.

### Request Details:

- Name: Jonathan Krall
- Approximate Address: No Address Specified
- Phone Number: 7034774186
- Email: [jonathan@jonathankrall.net](mailto:jonathan@jonathankrall.net)
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Please see attached letter concerning the King St Bike Lane project. Thanks. :)
- Attachment: <http://request.alexandriava.gov/GeoReport/UploadedFile.ashx/pdf/f483ebef-2d1b-4ccd-9318-fe4c2d6b2b0d>
- Expected Response Date: Wednesday, November 27

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November 20, 2013

Dear Mayor Euille, Vice Mayor Silberberg, and Members of City Council,

I am writing to you about the King Street Bike Lane Project, which will add bike lanes between Russell Road and Janneys Lane, to give you some background information and to share my perspective. I know you do not need to vote on this issue but also know that Transportation Director Rich Baier, who will make the final decision, listens closely to what each of you say. While your votes for Complete Streets and transit funding are unambiguous, your ongoing comments continually influence the priorities of our ever-overworked city staff.

First, some background. The number of houses that are directly affected number less than 20, are all on the north side of King Street, and all have driveways that can hold at least two cars. City staff has accurately determined that, on average, less than 10 percent of the 37 on-street car-parking spaces to be removed are filled. King Street is one of only four roads that connect the west to the east within Alexandria (not including I-95). If we are to realize our transit-oriented future, we need to improve this vital connection between residents and Metro.

From the public meetings it is clear that residents like the fact that these spaces are reliably empty. As such, they ease automobile access to driveways by providing a buffer with good (car free) visibility. They also provide convenience parking for deliveries, services, and parties. In their latest plan, staff proposed to retain 10 parking spaces and to expand the bike lane on the north side. That way, instead of a reliably-empty 7 foot parking lane, residents will have a reliably empty 5 foot bike lane. Residents were not having it. At the risk of being negative, it is difficult to characterize this issue as anything other than long-term mobility for Alexandria versus convenience parking for just a few residents.

This decision will affect the long-term economic future of Alexandria. Over the years I have observed that, when economic issues are clear and immediate, as with the Waterfront Plan, you collectively vote for higher revenues (and lower future taxes). In the case of transportation, however, long-term economics repeatedly crumbles in the face of short-sighted compromise. As best I can tell, this is why planned Transit Corridor C along Beauregard Street fails to connect to the Arlington-Fairfax Columbia Pike Streetcar line, even though it comes within a mile, why Corridor A along Route 1, which does connect, will not accommodate Arlington's planned streetcars until some vague future date, and why the Potomac Yard Metro project is struggling to find a site (the needed density was compromised away from the original site).

The fact is that you and your predecessors have reliably voted for the building blocks of our transit-oriented future. The Potomac Yard Metro station, dedicated funding for the Transit Corridors, the Eco City initiative, the Bicycle and Pedestrian Mobility Plan and the Complete Streets Policy were all vital and courageous steps forward. I am concerned, however, about a lack of strong messages to inform the public. Speeches on Earth Day and Bike to Work Day are not enough. The preaching needs to reach beyond the choir.

That the message is not reaching the public was clear at the public meetings on September 18 and October 30. After displaying an illustration of Alexandria's priorities (pedestrians, then transit, then bicycles, then cars), beleaguered city staff spent an hour responding to questions about cars and calls for buses to be banned from King Street. City staff answered all questions patiently and professionally, but I felt as though they had been thrown to the wolves.

In closing, I ask that you speak up in support of bike lanes from Russell Road to Janneys Lane, with the small compromise of a 5 foot north-side bike lane. I also ask that you speak up, forcefully and

often, in support of your transit-oriented vision for the future of our beautiful city. You have a great message that deserves to be heard more widely. Thank you for your time and attention.

Sincerely,

Jonathan Krall  
6A East Mason Avenue  
Alexandria, VA 22301

## Jackie Henderson

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**From:** alex.j.newman@gmail.com  
**Sent:** Wednesday, November 20, 2013 6:56 PM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #42808: Mayor, Vice Mayor City Council I lived in Alexandria for 4 years, near

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 42808.

### Request Details:

- Name: Alexandra Newman
- Approximate Address: No Address Specified
- Phone Number: No Phone
- Email: [alex.j.newman@gmail.com](mailto:alex.j.newman@gmail.com)
- Service Type: Mayor, Vice Mayor City Council
- Request Description: I lived in Alexandria for 4 years, near Fort Ward Park. I am also an avid cyclist and used to ride the W&OD trail from Shirlington to my job in Tysons Corner daily, a 28-mile round trip commute.

But, in those four years, I never braved riding King Street into Old Town, choosing instead to drive and park there OR taking the Mt. Vernon Trail, which turns a 2-mile ride into a 6-mile ride.

I know I no longer live in the area, but I do feel like I represent a large percentage of residents who live beyond King Street and want to use that route to enjoy what's so great about Old Town Alexandria. I would have loved to ride my bike confidently into Old Town on Saturday mornings for the farmer's market, or down to dinner one night.

Instead, the lack of safe bicycle infrastructure caused me to add car traffic to already congested streets.

As city officials, you must choose what is best for most people and a bike lane will serve far more people than 37 parking spaces. Cyclists and bike lanes CALM TRAFFIC and REDUCE FATALITIES -- and this is on a road on which most people drive dangerously fast through residential neighborhoods.

Like any change, people are angry at the idea, but over time, the change just becomes part of the way things are. I hope you can find it possible to look past loud voices of a small group and see that bike lanes are a healthier, safer choice for all modes of traffic that will use that street. You provide the cyclists a safe place while slowing car traffic to within the speed limit, which in turn protects both motorists and pedestrians.

- Expected Response Date: Wednesday, November 27

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## Jackie Henderson

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**From:** jjkingconsulting@gmail.com  
**Sent:** Wednesday, November 20, 2013 7:55 AM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #42758: Mayor, Vice Mayor City Council Attached is a letter to the Traffic and

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 42758.

### Request Details:

- Name: Jerry King
- Approximate Address: No Address Specified
- Phone Number: 703-684-1688
- Email: [jjkingconsulting@gmail.com](mailto:jjkingconsulting@gmail.com)
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Attached is a letter to the Traffic and Parking Board concerning the King Street Traffic Calming Project.

Jerry King, Chair, Alexandria Bicycle and Pedestrian Advisory Committee

- Attachment: <http://request.alexandriava.gov/GeoReport/UploadedFile.ashx/doc/4c049fc7-64d4-425e-a8b9-a71007ebb451>
- Expected Response Date: Wednesday, November 27

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

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November 20, 2013

Dear Chairman Johnson and members of the Traffic and Parking Board,

I am writing on behalf of the Alexandria Bicycle and Pedestrian Advisory Committee (BPAC) to request that you support the city's Traffic Calming project on King Street. This project is needed to meet requirements of the Transportation Master Plan, the Complete Streets Policy, and the Bicycle and Pedestrian Mobility Plan all of which have been approved by City Council. Now the city is in the process of implementing these plans and policies. The King Street project is one that will provide a safer environment for our citizens.

The King Street Traffic Calming project is primarily a safety issue. The city staff knows this is a safety issue, our members know this is a safety issue and almost all the residents on King Street would agree that this is a safety issue. Just last week the National Highway Traffic Safety Administration [1] released data which showed pedestrian deaths increased for the third consecutive year, up 6.4% over the previous year and cyclist deaths increased 6.5%. Action is needed now to improve safety for all.

King Street bike lanes will provide much needed safety improvements to nearby residents and Alexandrians at large.

1. Traffic calming. According to City staff, narrowing the main travel lanes will reduce speeding. Local residents have repeatedly told BPAC that they need to reduce vehicle speeds in this area. Studies also indicate that safety improves when more cyclists are on the street [2].

2. Pedestrian safety. Bike lanes provide a buffer between motor vehicles and pedestrians. Local residents have repeatedly told BPAC that they are afraid to walk along this section of King Street because of both the traffic speeds and immediate proximity of the travel lane.

3. Cyclist safety. Bike lanes are a proven safety measure to reduce conflicts between cars and bicycles [3]. Increased bicycling also increases safety for cyclists as well as pedestrians, and will decrease bikes on the sidewalks. "The likelihood that a given person walking or bicycling will be struck by a motorist varies inversely with the amount of walking or bicycling" [2].

Bike lanes on King Street address traffic congestion and demonstrate Alexandria's commitment to its policies and strategic goals.

1. Traffic congestion. These lanes will add capacity to King Street and will increase utilization of high-capacity Metrorail transit. Several King Street residents noted that bike lanes on King Street would increase the number of cyclists. That's the point! Our City's strategic goals recognize that the key to traffic congestion relief is utilization of high-capacity transit and non-motorized access to transit.

2. Citizen health. King Street bike lanes will increase fitness and reduce health issues. Studies show that people who routinely use transit are three times more likely to attain recommended exercise levels [4]. This project improves access to T C Williams High School and is a step forward for our Safe Routes to School program.

3. Public process. This project demonstrates our commitment to implement policies and plans developed through extensive public dialog and debate. We ask that you support the goals of the Transportation Master Plan, the Complete Streets Policy, and the Bicycle and Pedestrian Mobility Plan.

In the city's most recent proposed solution, the 5 foot north-side bike lane will replace the current 7 foot "parking lane." Comments at public meetings have clearly indicated that the current, mostly-empty parking lane provides both space and clear sight lines for driveway access. The bike lane on the south side of King Street would be reduced to 4 feet in the latest proposed combination of bike lanes and shared lanes. We support a 5-foot north-side line to improve access to driveways for residents.

BPAC supports the originally-proposed bike lanes extending all the way to Janneys Lane as the optimum solution for both safety and meeting the City's strategic direction, policies and plans. That said, we appreciate the hard work of city staff and recognize the value of their most recent proposed solution, with bike lanes from W. Cedar Street to Highland Place, and then shared lanes east of the traffic light at Highland Place. While not optimum, the combined bike lanes and shared lanes would be a significant improvement over existing conditions.

We believe public safety for all should be paramount and is a sufficiently compelling reason for approval of either version of this project. We request that the Board approve the King Street Project, not only because it implements City-Council approved plans and policies, but also, because it provides much-needed Public Safety for all.

Jerry King  
Chair, Alexandria Bicycle and Pedestrian Advisory Committee (BPAC)  
703-362-7673

Copy to:

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

[1] National Highway Traffic Safety Administration

[2] Safety in numbers: more walkers and bicyclists, safer walking and bicycling, Peter Lyndon Jacobsen, Injury Prevention 2003, Volume 9 Issue 3, pages 205-209,  
<http://injuryprevention.bmj.com/content/9/3/205.abstract>

[3] Jacobsen and Rutter, "Cycling Safety" in City Cycling, eds. Pucher and Buehler, MIT Press, 2012.

[4] Journal of Public Health Policy, 2009,

[http://www.eurekaalert.org/pub\\_releases/2009-03/uobc-ptu032609.php](http://www.eurekaalert.org/pub_releases/2009-03/uobc-ptu032609.php)

## Jackie Henderson

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**From:** terese.winslow@mindspring.com  
**Sent:** Monday, November 18, 2013 9:20 PM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #42665: Mayor, Vice Mayor City Council I support bike lanes on King Street exte

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 42665.

### Request Details:

- Name: Terese Winslow
- Approximate Address: No Address Specified
- Phone Number: 703-836-9121
- Email: [terese.winslow@mindspring.com](mailto:terese.winslow@mindspring.com)
- Service Type: Mayor, Vice Mayor City Council
- Request Description: I support bike lanes on King Street extending to Janneys Lane. By providing better bike paths, maybe more people will bike instead of drive (and thus reduce traffic). Thanks.
- Expected Response Date: Monday, November 25

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

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## Jackie Henderson

---

**From:** Steve Sindiong  
**Sent:** Monday, November 18, 2013 10:11 AM  
**To:** City Council  
**Cc:** Bob Garbacz; Carrie Sanders; Hillary Poole; Sandra Marks; Joel Marcuson; Mark Jinks; Jackie Henderson; Jennifer Mitchell; John Komoroske; John Sawislak; Kerry Donley; Kevin Posey; Louisa Ward; Maria Wasowski; Timothy Lovain; William Euille  
**Subject:** Letter from Chair of Transportation Commission regarding King Street bicycle improvements  
**Attachments:** 2013-11-14\_Letter from TC Chair to Traffic & Parking Board\_re King Street bike facilities.pdf

Dear Mayor Euille and members of the City Council:

Please see attached a letter from the Chair of the Transportation Commission to the Traffic & Parking Board regarding proposed bike improvements along King Street (between West Cedar Street and Janney's Lane. Please note that the Transportation Commission has not had an opportunity to consider this project in detail, and as such, this letter does not necessarily represent the views of the entire Commission.

Steve Sindiong, AICP  
Principal Transportation Planner  
City of Alexandria, Virginia

421 King Street, Suite 300  
Alexandria, Virginia 22314  
[www.alexandriava.gov/localmotion](http://www.alexandriava.gov/localmotion)

Office Phone (direct) 703.746.4047  
Cell Phone (mobile) 571.319.7109  
Fax 703.746.3298

November 14, 2013

Dear Chairman Johnson and members of the Traffic and Parking Board,

I am writing as Chair of the Transportation Commission in regard to the proposed bike lanes on King Street between West Cedar Street and Janneys Lane. Please note that the Transportation Commission has not had an opportunity to consider this project in detail, and as such, this letter does not necessarily represent the views of the entire Commission. I am sending this letter in capacity as Chair to state that I believe the proposal is consistent with the City's Transportation Master Plan, Complete Streets Policy and the Bicycle and Pedestrian Master Plan.

Our City Council, with public participation in the decision processes, has provided strategic goals and policies for multi-modal transportation. The Transportation Commission has consistently prioritized and emphasized projects that provide transit and non-motorized transportation alternatives to mitigate, if not relieve traffic congestion. The proposed King Street bike lanes would be consistent with those goals and policies.

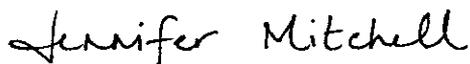
The City's Transportation Master Plan includes specific objectives applicable to this project:

- The City will make walking a part of people's everyday lives by providing pleasant, safe and accessible connections that encourage and reward the choice to walk.
- The City will implement a citywide bikeway network to serve all users and trip types, provide end-of-trip facilities, improve bicycle/transit integration, implement encouragement programs and improve safety

Other on-going efforts, such as expansion of Capital Bikeshare and secure bike parking facilities at the King Street Metro are important efforts whose success depends on co-evolving the City's infrastructure to make cycling safer on our streets. Providing safe transportation options for all, including pedestrians and cyclists is critical to implementing the City's Transportation Master Plan.

I encourage you to support the King Street Traffic Calming and Bike Lanes project as an important step in achieving the city's strategic goals and providing Alexandria residents with safe multi-modal transportation options.

Sincerely,



Jennifer Mitchell  
Chair, Alexandria Transportation Commission

Copy to: Mayor Euille, Vice Mayor Silberberg, and Members of the City Council

## Jackie Henderson

---

**From:** arlenesfitzpatrick@gmail.com  
**Sent:** Sunday, November 17, 2013 10:14 PM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #42577: Mayor, Vice Mayor City Council Dear Sir/Madam, In advance of the Tr

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 42577.

### Request Details:

- Name: *Call.Click.Connect.* Customer
- Approximate Address: No Address Specified
- Phone Number: No Phone
- Email: arlenesfitzpatrick@gmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Dear Sir/Madam,

In advance of the Traffic and Parking Board meeting on November 25th, we are writing to share our concerns regarding the City's proposal (Concept #2) for bike lanes/shared lanes on King Street. Safety is our number one concern. As a resident of King Street, our family uses King Street on a daily basis, and we have witnessed the aftermath of accidents and the numerous near misses between pedestrians and motorists on our street.

We have watched the recent press coverage and read the blogs concerning the bike lane proposals for King Street, and people all over the country seem to have an opinion on whether bike lanes are a good or bad idea. It will be important however, for City officials to ensure that they stick to the facts concerning King Street as an option for dedicated bike lanes/shared lanes rather than engage in a generalized debate about whether bike lanes/shared lanes are a good or bad idea.

King Street is a narrow street, with a long steep grade. Bike counts conducted on King Street reveal that there are only a few people who actually bike on King Street during rush hour and the majority choose to ride on the sidewalk. Some folks cannot make it up the hill because of the steep grade and end up pushing their bicycles up the hill. Thus, King Street is not a suitable option, and does not make for an effective proposal.

The current proposal for bike lanes on King Street is not effective because it compromises safety. In particular, the proposal would have cyclists weaving in and out of shared lanes and bike lanes on a heavily travelled street, full of cars, tractor trailers, buses, etc. I believe experienced cyclists would tell you themselves that such a proposal is not safe. In addition, nothing has been done to tackle the traffic congestion or speeding on King Street. A member of the City staff, Ms. Hilary Poole, acknowledged at a public meeting on November 30, that the City is aware that the traffic travels well in excess of the speed limit on King Street. Yet, what has been to slow things down? Nothing! There is no extra police presence, and no additional signage, etc. By making King Street a bike route the City is inviting cyclists of all levels of experience to try to battle the traffic and the steep grade of King Street. How is that effective? Frankly, it seems irresponsible to encourage people to try to bike this section of King Street.

The current layout of King Street is such that the traffic outbound leaving Old Town going east moves over towards the center of King street beginning around Rosemont Street, leaving some room for the residents on the right hand side to access their homes and parking pads in their yards, as they have done, in many cases, for almost 100 years. In order to utilize the parking pads in their yards, residents need to be able to safely stop and reverse onto the parking pads. This avoids residents having to try to reverse out onto King Street, which I am sure you will appreciate, is inviting disaster. The bike lane proposal will impact the residents' ability to get in and out of their homes on a daily basis. In particular, the current proposal calls for traffic patterns to be altered and the buffer that was once provided by the parking boxes is to be removed. Thus, when residents try to stop to make a

reversing turn onto the parking pad outside their homes, their vehicles will be sticking out in moving traffic, increasing the likelihood of an accident.

Prior to the repaving of King Street, there were parking boxes outlined on the street. As such, when reversing onto a parking pad outside a home on King Street the traffic going east was able to get by the cars as they waited to reverse onto their parking pads because of the buffer provided by the parking boxes. I can tell you that since the removal of the road markings after the resurfacing project, accessing my parking pad has become a very scary proposition. Now when we stop on King before reversing onto the pad, we signal, pump our brakes while stopped, all the while praying that traffic coming up King Street will see the flashing lights and go around us. Sometimes we have to put on the hazard lights and even so, people speed up onto our bumper and swerve over at the last minute or just sit right behind us, preventing us from moving onto the parking pad of our house. We often have to endure hand signals, and even honking horns from motorists indicating their frustration as we try to complete the mundane task of accessing our home!

This proposal does nothing to respond to calls for 'traffic calming,' and it is disingenuous for the City to try to sell it as such to the residents of King Street. The traffic continues to speed by, continuing to ignore the posted speed limits. The City should introduce real traffic calming measures with some the hundreds of thousands of dollars in property taxes that the homes in this neighborhood contribute to the City each year. For example, add more '25 MPH' signs (this is the posted speed limit that everyone ignores), install speed cameras, coordinate with the Police Department and have speed checks, insert curb extensions to slow speeding traffic, etc.

Concept #2 is not an effective proposal because it compromises the safety of the people who live on King Street as well as those who use King Street every day. For example, as noted above, we are concerned that the proposal will result in more accidents. Moreover, the removal of the parking spaces on King Street would be a major issue for residents who need them. We urge City officials not to approve the ill-advised plan for King Street (Concept #2).

Sincerely,  
Eamon O'Kelly & Arlene Fitzpatrick  
2211 King Street, Alexandria, Virginia.

- Expected Response Date: Monday, November 25

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

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## Jackie Henderson

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**From:** ryan.c.work@gmail.com  
**Sent:** Friday, November 15, 2013 1:06 PM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #42508: Mayor, Vice Mayor City Council Dear Mr. Mayor and Members of the City C

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 42508.

### Request Details:

- Name: Ryan Work
- Approximate Address: No Address Specified
- Phone Number: 7038631049
- Email: ryan.c.work@gmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Dear Mr. Mayor and Members of the City Council,

Please see my below letter sent today to Ms. Hillary Poole of T&ES in regards to the current bike lane proposal on King Street. Speaking for many residents, this adversely impacts us and the proposals from the Department are contradictory to their own CPBM of 2008. Please support us in tabling this proposal.

Best,  
Ryan C. Work

November 15, 2013

Ms. Hillary Poole  
Complete Streets Coordinator  
City of Alexandria  
Department of Transportation & Environmental Services  
421 King Street, Suite 300  
Alexandria, VA 22314

Dear Ms. Poole,

As a resident of King Street directly impacted by the current proposal, I would like to provide comments in advance of the November 25th meeting of the Alexandria Transportation and Parking Board. With many existing questions remaining and a lack of clarity from the Department, I urge the City to table the existing proposal until a number of outstanding issues have been addressed and inaccurate statements cleared, many regarding the "Complete Pedestrian and Bicycle Mobility Plan" (CPBM) of 2008. I would also urge you to seriously consider the recent vote and recommendation by the Taylor Run Citizens Association recommending the same. With the impact that such a decision has on residents and a major arterial route in Alexandria, I would also ask that this issue be taken up by our elected officials on the City Council.

My family and I moved to King Street several months ago and I join a number of neighbors and residents in opposing the current bike lane proposal for King St. I spend hours every week walking to and from the Metro, seeing the traffic and use of the street better than most. From my perspective, dedicated bike lanes on King Street pose a serious safety hazard and do nothing to calm traffic or keep pedestrians safe, key points of the initial proposal. Further, the Board, Department and City need to hear the voices of residents and neighbors who are impacted and use King Street on a daily basis, year round, not outside groups who will never use it or do so only occasionally. This is about Alexandria and its residents, not outside groups.

Feasibility

Despite a number of proposals from the City, we as residents have neither seen a valid feasibility study as to the usage of King Street, nor evidence of the viability of bicycles on one of the longest and most heavily used inclines

within the city boundaries. The only 'study' presented by the City was completed by the Bicycle Pedestrian Advisory Committee, not official nor exact, who let riders know ahead of time that such a study would be done, thereby potentially inflating numbers. It seems that such a study would be a key factor in the City moving forward on such a proposal. As this was not completed, residents and neighbors of King Street undertook their own week-long survey of King Street, over 15 hours, related to pedestrian and bicycle usage. Over 910 total minutes during high peak rush hour times we counted 51 bikes, 3.4 per hour, and 356 pedestrians, 18.78 per hour. These numbers do not even include other times throughout the day that see no bikers at all. At the same time, our count included up to 31 buses per hour, many of which are already equipped with bike racks. What we saw appalled us, and it should appall you – scooters driving down the sidewalks, bicyclists riding in the center of opposite lanes (without helmets), speeding cars, and even bikers passing cars downhill doing the speed limit. The question here comes down to why we need bike lanes for a limited number of users, while ignoring the pedestrians, residents and the multiple public transportation options already available to the myriad of users. In addition, this proposal impacts hundreds of residents along King Street, currently in an adverse way, in order to accommodate 3 to 4 bikers an hour during rush periods and often none whatsoever during many daytime hours. The ends do not justify the means.

#### City Objectives Not Met

In vocalizing the reasoning behind the proposed bike lanes on King Street, the City clearly stated two main goals: 1) provide a connection from King Street Metro to Janney's Lane; and 2) calm traffic. This proposal accomplishes neither, nor does it follow the City's own CPBM Plan. First, King Street is much too busy and steep to rationalize a safe bikeway. The CPBM Plan states it fairly clearly – only the most experienced bikers will likely feel comfortable with no barrier between travel lanes that include large commercial vehicles and high volumes of traffic. In addition, the current concept does not even create a direct bicycle connection, rather it creates a dedicated bike lane for a short stretch that only serves to disrupt the fabric of our neighborhood as well as traffic, while making no family or pedestrian safer for it. Again, if wanted to accomplish this as supposedly stated, you would adopt the recommendation in the CPBM Plan that includes an alternative bike access route through Putnam/Hilltop Terrace-Upland-Park-King ("Alternative Route") designated as part of the "Complete Bicycle Facility Network," a route that is only .14 miles longer than King Street and much safer. You personally dismissed this idea during the October public meeting, though continued to use the CPBM in other instances to defend your proposal (i.e. the inability to place sharrows on King Street). If you are basing this proposal on CPBM as commonly and repeatedly stated, please at least be consistent.

Second, the City has stated repeatedly that bike lanes serve to "calm" traffic. To the contrary, many studies have proven that is in fact not the case at all. Interestingly, parked cars do calm traffic as was demonstrated during the paving process when having no cars parked exacerbated the speed problem that that City has already identified on this stretch of King Street: traffic constantly goes 10-15 mph over the limit. Not only does this speed cause concern over the possibility of bikes inches away from a speeding car, many going downhill, but we have seen no efforts by the City whatsoever to curb speeding by its own buses, nor monitoring by the police of speeding and red-light running. Where the problem clearly exists, this proposal simply ignores basic truths. Due to the lack of enforcement, parked cars are actually the only thing slowing down traffic. Has the City asked the APD, AFD, utilities and the U.S. Postal Service their views on eliminating parking on King Street? What you will hear from them may surprise you.

#### Pedestrian Safety Issues

There is little doubt that while putting a heavy emphasis on bicycle lanes that are frankly not needed, the City has simply ignored the number one priority of 'Complete Streets', which is pedestrians. In fact, eliminating parking on King Street and forcing residents and guests further away will exacerbate concerns for pedestrian safety. Living on the 2200 block, there are NO crosswalks on King Street until Russell Rd. or several blocks further west – nearly ½ mile each way. For the priority of pedestrians, not one concept includes crosswalks or signs at Park Road, Rosemont or Cedar. King Street residents deserve a better and more complete proposal than forcing them to either cross illegally or walking ½ mile simply to go to their neighbors. When we asked at the recent public meeting about additional crosswalks or even bump outs for pedestrians on Park Road, you raised 'water flow issues'. How is that the case when bump outs on a number of other City streets have metal grates to allow for such flow?

In addition, the City's proposal relies on residents to park on side streets, many of which are completely missing or have incomplete sidewalks. As city taxpayers, we are having our parking eliminated, our safety put to the test, and on top of that, forced to park on side streets in which we have to walk down unlit roads with no or limited sidewalks simply to get to our house. This makes little sense and your suggestion for us to use valet parking (October meeting) is neither valid nor feasible. In fact, such comments and dismissiveness make many of us question your knowledge of our neighborhood and your impartiality.

#### Residents Impacted

While the concept designs are convenient for some people, the City must also consider that people, neighbors, families live on King Street and rely on the parking. We rely on it not just once a day or once a week, we rely on it every day, every week, every month rain or shine. Few of us have driveways, many of us have children, need

deliveries, or even have city vehicles access. In addition, we have limited turn capability already on King street and many days, I am unable to even turn in to Park Road to access my house due to a number of vehicles ignoring the do not block sign already in place. Having already limited access, this proposal further restricts access to private property where owners pay taxes, which I would submit will decrease if the City takes away parking. The answer to our concerns we heard from you in October was to tell us that we could always get a permit to perform maintenance on our homes or get valet parking for guests. I already pay taxes and I don't have the money to pay for valet parking for my own family. The City very much needs to consider resident accommodations over bicycle lobbyists. Rather, by eliminating dozens of parking spaces and impacting hundreds of residents for 3 bikes an hour and giving some parking back to others who are deemed "vocal" you are simply treating some taxpayers differently than those most impacted. Again, be consistent.

#### Lane Width Concerns

As you know, there currently exist no truck restrictions on King, meaning outside of the speeding buses that use King Street, we have dump trucks, construction vehicles and delivery trucks, all of which places large moving vehicles inches away from potential bikes. Considering the width of these vehicles and the City proposals on bike and road widths, the math does not add up. Case in point: the 2008 CPBM indicates that an Arterial Roadway (King Street) should have 10-11 foot lanes "depending on traffic volume and use by heavy trucks and transit." The current Proposal indicates that a 10.5 foot travel lane will be implemented to facilitate the dedicated bike lanes. As a primary roadway, King Street is used by a number of oversized vehicles, including fire trucks, as do numerous large buses. The maximum width of commercial vehicles is generally 102 inches or 8.5 feet, not accounting for side mirrors which frequently add 6-12 additional inches. Taking into account these measurements, bike lanes and a safe arterial road don't add up, or simply put safety at risk.

Lastly, many of us ride bikes, as do our children. However, outside bike groups have resorted to personal attacks on people they have never met and houses they have never seen, partially supported by your own comments. According to a recent post on the DelRay Patch based on an article by a City Board member, our parking is for "...20 mansion owners to have a place for their household staff to park without blocking their own vehicles in the driveway." I'm sure we would all love a 'household' staff, but that's not in my budget. Regarding your comments that we can 'hire valet parking,' many of us can't afford such a luxury to replace simple parking needs. Another person, "PM", posted on the DelRay Patch a bikers 'guerilla guide' urging, "Any bicyclist using King Street to go uphill could always just make a point to ride slowly and smack in the middle of the lane, especially at peak times. Then, frustrated motorist will complain to the City that they want the bikes 'out of their way' and the motorists and bicyclists will be fighting the neighbors together." Just what we need for safety- bikers waging guerilla warfare on speeding motorists to get back at local residents. What is the City doing about that?

For these reasons, the City should table the current proposal and address residents' concerns, conduct actual feasibility and stakeholder outreach, develop more realistic alternatives that include parking for all, not just a single block, and start a more intelligent and congenial dialogue. The current proposal seems to arbitrarily follow certain recommendations of the 2008 CPBM Plan, while ignoring others. Please be consistent. Please consider the direct impacts of King Street residents living with these proposed changes day to day versus those simply commuting or transiting, where impacts are negligible and passing.

Sincerely,

Ryan C. Work

Attachments:

King Street Traffic Survey

WSJ Article - King Street Bike Wars - 11.9.13

- Attachment: <http://request.alexandriava.gov/GeoReport/UploadedFile.ashx/pdf/af4527a8-fa0f-4d33-980b-b6aacead474e>
- Expected Response Date: Friday, November 22

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## Jackie Henderson

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**From:** ahamre@gmail.com  
**Sent:** Friday, November 15, 2013 12:52 PM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #42505: Mayor, Vice Mayor City Council Greetings,I am a resident of the Lyn

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 42505.

### Request Details:

- Name: Andrea Hamre
- Approximate Address: No Address Specified
- Phone Number: 6512838742
- Email: [ahamre@gmail.com](mailto:ahamre@gmail.com)
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Greetings,

I am a resident of the Lynhaven neighborhood and work on Prince Street in Alexandria. I ride a bike daily in our community and have ridden on King Street to the Chinquipin Recreation Center and to the First Baptist Church for the "What's Next Alexandria" Community Dialogues, although it has not been easy and or pleasant.

Please implement the bike lanes on King Street. It will make it safer and easier for more people in our community to bike. About 12% of Alexandria residents live in a household without a car, and Alexandria has the second highest share of commuters who travel to work by bike in the region, next to Washington DC. We are now a Silver Level Bicycle Friendly Community and cycling is increasing as it becomes safer and easier in our community.

There has been a small but high-profile vocal opposition premised on treating our roads like parking lots. But our roads are not parking lots. King Street is not a parking lot. Roads are travel facilities that provide a valuable service by allowing people and goods to move through our communities. Mr. Buckley, a libertarian expert for the Heartland Institute, is advocating for a government handout. He is trying to make bike lanes sound complicated and aggressive and extreme, in an effort to throw spaghetti at the wall and hope that something sticks and scares you. But bike lanes are not complicated and they are not aggressive, and Mr. Buckley is showing a classic example of NIMBYism, a case where a few people are trying to benefit from taxpayer subsidies for storing their private property and preventing the community from enjoying public space. I am in a 2-person 1-car household and pay for the space I park my car through the rent I pay that includes the back drive behind our home. I don't expect a handout to store my private property.

This discussion is about re-purposing public space away from subsidizing the storage of private property and toward expanding the mobility opportunities within our community.

Please find the courage to do what is right for the greater community, and not let this NIMBYism based on hyperbole and narrow interests scare you. This is not about a war on cars, but about using public space for travel by the public.

Sincerely,  
Andrea Hamre  
205 Wesmond Drive  
Alexandria VA

- Expected Response Date: Friday, November 22

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

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**From:** Elaine Scott  
**Sent:** Friday, November 15, 2013 9:35 AM  
**To:** Jackie Henderson  
**Subject:** FW: Opinion on Proposals for Bike Lanes on King Street, Alexandria, VA  
**Attachments:** Rojas Bike Lanes.docx

Jackie,

This attachment goes with Call.Click.Connect #42249. You may have already received it separately.

*Elaine Scott*  
*Communications/Public Information*  
*703.746.4317 (direct)*  
*703.746.4800 (office)*  
*703.472.0182 (cell)*  
*703.838.6426 (fax)*  
*Connect with the City of Alexandria:: [alexandriava.gov/SocialMedia](http://alexandriava.gov/SocialMedia)*

ECO-CITY: ALEXANDRIA

In keeping with Eco-City Alexandria please consider the environment before printing this e-mail.

**From:** Rudolfo Rojas [<mailto:mtnmanetje@gmail.com>]  
**Sent:** Monday, November 11, 2013 9:33 PM  
**To:** Community Relations; Mtnmanetje  
**Subject:** Opinion on Proposals for Bike Lanes on King Street, Alexandria, VA

To honorable members of Alexandria City Council, please find attached herein a letter drafted by me regarding the proposals to provide bike lanes on King Street in Alexandria, VA. I can be contacted on this email address.

Thank you very much,

Rudolf M. Rojas

Honorable City Council Members, I write you to express my opposition to the 'compromise plan Concept 2 proposed by the City Staff to put in a partial bike lane and 'Sharrows' and to urge the city to implement Concept 1 with complete bike lanes on King Street.

### **Bikes are Good for Alexandria but...**

I am a 20 year resident of the city and for most of those years I have ridden my bike everywhere, despite the unfriendly nature of biking in the city. Part of my life I lived in the most bike-friendly country in the world, the Netherlands and the accommodations made for bikes there are both pragmatic and beautiful, going to the extent to protect bikers with biking signals. So when compared to here in the United States, similar bike accommodations seem non-existent. Not only do we not encourage bicycles, and riding, but we encourage a car-oriented society, where people never get out of their cars and exercise or just enjoy the many wonderful sites Alexandria has to offer. The Netherlands by contrast has a very well developed bicycle society, including ubiquitous bike lanes with their own traffic lights system. It is so safe that most riders don't even wear helmets. Not surprisingly, this society is blessed with great health and clean air as a result of less auto traffic.

Here in Alexandria, I take my life into my hands every day when I ride my bicycle down King St. to go to work. Many drivers regularly exceed the speed limit and are often times belligerent towards me, acting as if they own the road, speeding in front of me and cutting me off. Why I Ask!?? I have to ride in the car lane because there is no other option and the sidewalks too narrow to accommodate both pedestrians and cyclists.

### **Stop catering to the car culture.**

We have more bikes every day coming into the city and each year they increase exponentially because of their convenience and low cost of ownership. News reports also tell us the coming generations are shunning cars for bicycles, public transport and walking. Indeed with the 'Capital Bike Shares' in the city, more and more people are taking to streets with bikes and therefore, we taxpayers expect better services and accommodations for us as well. We simply cannot cater to a car culture alone, our constituency must be heard as well!

### **Benefits of Biking:**

Bikes foment good health, reduce pollution and carbon footprints and get people out into nature. It also alleviates the incessant gridlock we see on King St every single morning and night. In addition, promoting bicycling will encourage a healthier lifestyle as people understand that it is safe to ride using bike lanes throughout the city that don't mix with cars, trucks and busses.

### **Bicyclists deserve Concept 1:**

I consider Alexandria a progressive city, and now with a progressive City Council and new City Manager the needs of bikers and pedestrians who pay as many taxes as the auto drivers need to be accommodated.

The only real solution is to have bike lanes on both sides of King Street as was designed in Concept 1. For as many years as I can remember, I never see ANYONE using the parking spots on the west side of King and in fact, all of the properties on that side have driveways so accommodating parking is not needed.

The City council must ensure King Street has a safe bicyclist right of way that gives legitimate protection, because bicyclist ranks are only increasing day by day Concept 1 is what bikers deserve.

## Jackie Henderson

---

**From:** ebirkhauser@kcpds.com  
**Sent:** Wednesday, November 13, 2013 4:33 PM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #42394: Mayor, Vice Mayor City Council Dear Council Members and Staff, I a

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 42394.

### Request Details:

- Name: Eric Birkhauser
- Approximate Address: No Address Specified
- Phone Number: 5412853428
- Email: [ebirkhauser@kcpds.com](mailto:ebirkhauser@kcpds.com)
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Dear Council Members and Staff,

I a resident of Alexandria and an everyday bike to work commuter. My route begins near Bishop Ireton High school and ends on 14th and L NW. I utilize Janney's Lane to connect to King Street to connect to Commonwealth and ultimately the Mount Vernon Trail via 4 Mile Run. By far the most dangerous section of my ride is in Alexandria on King Street. I am forced daily to utilize the sidewalks as between heavy bus traffic and parked cars there is no room for cyclists. I was delighted to hear about the King Street bike lane proposal, as were my wife and two children, ecstatic to know I would finally have a safe route to work. Needless to say, Concept 2 is a terrible disappointment, as parking does not equate with the safety and welfare of citizens. Sharrows have proven to be an ineffective means of protecting cyclists, especially at rush hour.

Alexandria has many obstacles in the path to becoming an 'Eco-city.' From the coal fire plant to the combined sewer, many of these challenges will prove extremely expensive and decades in the making. In stark contrast, expanding pedestrian and bicycle facilities often comes down to the cost of a lane striping. I maintain hope that Alexandria will make the right choice on King Street. Thank you for your consideration and work in making our city more livable,

Best Regards,

Eric

- Expected Response Date: Wednesday, November 20

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## Jackie Henderson

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**From:** dalymandc@yahoo.com  
**Sent:** Wednesday, November 13, 2013 3:52 PM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #42389: Mayor, Vice Mayor City Council Although a member of BPAC and cyclist, I

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 42389.

### Request Details:

- Name: Mary Daly
- Approximate Address: No Address Specified
- Phone Number: 703-548-1121
- Email: [dalymandc@yahoo.com](mailto:dalymandc@yahoo.com)
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Although a member of BPAC and cyclist, I strongly oppose the bike lanes proposed for King St. I'm shocked that anyone would consider robbing residents of their parking, particularly when cyclists can easily reach the train station via Russell or Commonwealth. The lanes are a bad idea. Thank you!
- Expected Response Date: Wednesday November 20

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

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**From:** maxhamel@me.com  
**Sent:** Wednesday, November 13, 2013 1:53 PM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #42381: Mayor, Vice Mayor City Council Mr. Mayor, Vice Mayor and City Council,

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 42381.

### Request Details:

- Name: Max Hamel
- Approximate Address: No Address Specified
- Phone Number: No Phone
- Email: [maxhamel@me.com](mailto:maxhamel@me.com)
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Mr. Mayor, Vice Mayor and City Council, please accept this letter outlining my family's concerns about the King Street bike lane proposal.
- Attachment: <http://request.alexandriava.gov/GeoReport/UploadedFile.ashx/pdf/7a98435b-89c3-4144-9c67-cce640b7b8e6>
- Expected Response Date: Wednesday, November 20

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](mailto:CommunityRelations@alexandriava.gov) or call 703.746.HELP.

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November 13, 2013

Hillary Poole  
Complete Streets Coordinator  
City of Alexandria  
Department of Transportation & Environmental Services  
421 King Street Suite 300  
Alexandria, VA 22314

Dear Ms. Poole –

In advance of the November 25<sup>th</sup> meeting of the Alexandria Transportation and Parking Board, I am writing to you to outline the reasons for my continued opposition to the bike lane proposal (Concept #2) on King Street. I do not speak for all of the residents on King Street but I can assure you I speak for many.

### **I. Proposal Does Not Meet City's Stated Objectives**

The City has proposed bike lanes on King Street to accomplish two goals:

- A. Provide a connection from the King Street Metro to the newly installed bicycle facilities on Janney's Lane;**
- B. Calm Traffic.**

**A. Metro Connection** – Neither of the proposals (Concept 1 or 2) presented by the City “connect” the King Street Metro to bike facilities on Janney's Lane. Under either scenario, a dedicated bike lane would stop eastbound prior to Rosemont (approximately ¼ mile from the metro) requiring cyclists to share the lane with other motorists; likewise for westbound lanes at Highland. The effect is to create a ½ mile long dedicated bike “island” that serves no rational interest while significantly disrupting an entire neighborhood.

**B. Traffic Calming** – The City has stated that bike lanes, through the visual narrowing of vehicle travel lanes “calm” traffic. That assertion is the subject of some debate. There is at least some evidence that bike lanes actually have the opposite effect.<sup>1</sup> Putting aside the academic arguments, as a resident of King Street, I can tell you what the residents who actually live in the neighborhood see, and that is parked cars DO calm traffic. This was raised at our most recent public meeting at Maury Elementary on October 30<sup>th</sup>. During the resurfacing of King Street when the parking restrictions were in effect (i.e. no street parking) residents observed and repeatedly complained about excessive vehicle speeds and red-light running – exacerbated by

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<sup>1</sup> [http://bicyclingmatters.files.wordpress.com/2008/05/stripe\\_calm.pdf](http://bicyclingmatters.files.wordpress.com/2008/05/stripe_calm.pdf)

the lack of parked cars. King Street is a busy arterial road, but is also a neighborhood. Due to the lack of traffic law enforcement on this street, parked cars are one of the few reminders to motorists that they are actually traveling through a residential neighborhood. The City's proposal trades a proven method for calming traffic (parked cars) for a theoretical one (bike lanes).

**Putting aside the other arguments pro and con, the City should reject the proposed bike lanes on King Street simply for the fact that the proposal does not even achieve the City's own stated objectives.**

## **II. Proposal Compounds Safety Issues**

The City's proposal to replace parking on King Street with bike lanes creates additional safety concerns without adequately addressing the well-documented existing issues of excess speed and red-light running. Much of this has been discussed at the two previous public meetings but there are still outstanding safety concerns that remain unaddressed.

**A. Pedestrian Crossings** - Concept #2 does introduce some much-needed solutions, particularly the improved pedestrian facilities. An improved crossing at Upland appears to be forthcoming but in addressing the same conditions at Highland, the City's proposal merely states that it will include *"as feasible, pedestrian improvements to Highland Place at King Street which could include pedestrian signals and push buttons for crossing King Street."* Could? Maybe? Frankly, this is inadequate. The traffic situation at Highland is arguably worse than Upland since there is a light at Highland that is routinely ignored, particularly by the City's own bus drivers creating serious safety issues. The residents on King Street deserve a more concrete proposal to address the safety concerns at Highland, particularly since the City's proposal envisions residents crossing back and forth across an already dangerous road to park in adjoining neighborhoods. That should be done before forcing us to cross back and forth across the street.

**B. Inadequate Pedestrian Infrastructure in Adjoining Neighborhoods** - The City's bike lane proposal envisions residents on the North side of King Street parking on nearby streets in the Taylor Run neighborhood - presumably on Highland and Upland. Both of these streets having missing or incomplete sidewalks. On Highland, there are no sidewalks at all. Taylor Run also has very poor lighting. Braxton Place for example, has one working streetlight between Highland and Upland. Presumably our property taxes are used (partially) to provide physical enhancements enabling us to safely navigate the neighborhoods in which we live. As you can imagine, it is a fairly unattractive option to have to walk down the middle of a road for several blocks, into oncoming traffic to get to and from your own house because there are no sidewalks. The lack of adequate lighting in the Taylor Run neighborhood also exacerbates the safety concerns many already have in this area.

We have had a rash of vehicle break-ins, robberies and even assaults<sup>2</sup> over the last four months. These are all issues that are facilitated by dark streets.

**The City has an obligation to utilize the tax dollars of residents that actually live in this neighborhood in a way that enhances our safety FIRST. The City should reject the proposed bike lanes on King Street because it creates additional safety concerns in our neighborhood without enhancing safety on King Street itself.**

**C. Narrowing of Traffic Lanes** – The City’s proposed bike lanes on King Street would narrow the lanes of traffic from 11.5ft. to 10.5ft. King. This is a particular concern on the 2500 block where the City would maintain street parking while constricting travel lanes. Mirror-to-mirror, the width of a City bus is over 10ft wide. King Street is already an extraordinarily tight fit given the mix of cars, buses, trucks, bikes and pedestrians. The City’s proposal would put vehicular traffic dangerously close to residents getting in and out of their cars on this stretch. For two buses passing abreast – drivers will either have to sacrifice their own mirrors or move into bike lanes or towards parked cars. The math simply doesn’t work here.

**As a major arterial road, there are no truck restrictions on King Street. It is used regularly by dump trucks, 18-wheelers, moving vans, etc. The City should reject the proposed bike lanes on King Street because it places these large vehicles even closer to pedestrians, cyclists and parked cars, increasing the likelihood of injury and property damage.**

### **III. Proposal Restricts Access To Private Property**

We are new residents of Alexandria, having moved to King Street in June of 2013. We would not have bought our home if the bike lane proposal were in place. There are many great aspects to living on King Street but there are disadvantages too. For those of us that live on the North side of King Street, access to our own homes is a major one. Street parking currently alleviates that problem.

**A. Convenience** – By convenience, I don’t mean the convenience of being able to park near your own home, which seems to be the subject of scorn by bike lane proponents. The majority of the houses on King Street have very small driveways that will accommodate only one car. We obviously use street parking for our own vehicles (most families are two or more car families) but more importantly, street parking is used by residents to manage the daily flow of activities commonly referred to as “life.”

To give you an example, we recently had structural work done on our chimney. We have a steep slate roof that does not permit walking and so scaffolding had to be

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<sup>2</sup> <http://delray.patch.com/groups/police-and-fire/p/alexandria-police-investigating-attempted-abduction-on-king-street>

built. Five tons of metal scaffolding is not delivered in a mini-van. It comes on a large flatbed truck that does not fit on our driveway. This truck staged itself from two of the available parking spaces on King Street. Fortunately, with a seven foot wide parking lane, traffic is not impeded and contractors are able to park adjacent to our property – just as you would expect in any other neighborhood.

Our neighbors recently had their roof redone. Same situation. The expectation that contractors can move tons of material back and forth across the street is simply not practical. The City's suggested accommodation of getting a permit to block traffic is equally impractical. That may work for a car pool or a package delivery of a few minutes, but the everyday structural work that you would expect for houses that are almost 100 years old, houses that have no alley or access road, often require contractors to spend four, five, six hours on-site. A typical contractor gives you a four-hour window in which they will arrive. They usually arrive at the end of that window. Using our family as an example – would we have to ask, and would the city grant us a permit to totally block an entire lane of traffic for eight hours? By the City's own count; King Street (a state road) during peak traffic hours sees 600+ vehicles an hour. This is not convenient for residents or road users. Traffic is already at a standstill here during significant parts of the day.

The City's Complete Streets program is admirable but it is also ironically - incomplete. "Complete Street" proposals are routinely presented to residents with a series of icons (pedestrian, cyclist, bus, car) to signify the desire to accommodate all road users. What is missing of course is a picture of a house. Every street in our City runs through a neighborhood. Every neighborhood has houses and families. The bike lane proposal will destroy the fabric of one of Alexandria's great ones.

**The City should reject the proposed bike lanes on King Street because it ignores the fact that King Street runs through a neighborhood and severely miscalculates the accommodations needed by residents. Taxpayers should not have to ask the City for permission to perform routine maintenance on their homes, which is essentially what the bike lane proposal requires.**

**B. Arbitrariness** – During the recent question and answer session at Maury Elementary, you were asked how the decision was made to eliminate parking from the 2200-2400 block but maintain it in the 2500 block. You responded by saying something to the effect of "some compromise needs to be made for those that want a dedicated bike lane." Decisions regarding appropriate street design should be made with safe outcomes in mind. Arbitrarily restricting access to taxpayer's private property to make bicycle lobbyists happy does not meet that standard. Compromise is a process, not an outcome. The City should be focused on the best outcome.

**The City should reject the proposed bike lanes on King Street because it arbitrarily restricts access to private property without any public safety benefit. This creates a lack of transparency and treats similarly situated taxpayers inconsistently.**

#### **IV. Proposal Relies on Inaccurate and Biased Data**

According to the planning memo<sup>3</sup> that established the City's "Complete Streets" program; goal #3 reads as follows: *"Ensure safe and accessible travel for pedestrians, bicyclists, transit and motorists on Complete Streets with design and implementation **that is context sensitive.**"*

Presumably, "context sensitive" means gathering actual facts as they present themselves on a particular street. Unfortunately that has not been the case with this proposal.

**A. Parking Counts** – At a public meeting on September 18, 2013, the City presented data as part of its justification for eliminating street parking - that existing parking was underutilized. That data was collected during a period of weeks over six months ago. At that meeting, residents explained that approximately six houses were vacant during that count and had recently been sold and that new residents (and new cars) had moved onto King Street. Additionally two houses currently remain unoccupied and for sale. The City committed to residents to perform a new parking utilization count. At the most recent public meeting on October 30, 2013, however, the old data was again referenced and appears to be a factor in the City's proposal.

**To the extent that parking utilization is a factor in any bike lane proposal, the City has an obligation to use accurate data. Speaking from our vantage point, on any given day outside of work hours, parking on King Street is relatively full – especially on the 2500 block.**

**B. Bicycle Counts** – The City presented estimated bicycle counts to justify projected usage of proposed bike lanes. Those bicycle counts were provided by BPAC, the Bicycle Pedestrian Advisory Committee (bike lobby) and referred to repeatedly as "official." Residents have conducted their own bicycle counts over a period of several weeks and you may be surprised to know that they vary significantly to what has been presented by the City.

**To the extent that bicycle counts factor into any decision to install bike lanes on King Street, the City has an obligation to utilize unbiased data. That means not relying on numbers from the bicycle lobby OR residents that opposed bike lanes since both have a preferred outcome.**

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<sup>3</sup> [https://www.alexandriava.gov/uploadedFiles/tes/info/1-6-2010%20Complete%20Streets%20update\(1\).pdf](https://www.alexandriava.gov/uploadedFiles/tes/info/1-6-2010%20Complete%20Streets%20update(1).pdf)

## **V. Proposal Raises Serious Process Concerns**

Taxpayers should have confidence that decisions made by City staff - particularly those have the potential to impact their property values and personal safety - are done in a transparent and unbiased fashion.

Relying on data that is dated or inaccurate, or presented by individuals with a personal stake in the outcome degrades taxpayer confidence that the City acts in a fair and impartial manner. It creates the impression that there is already a desired outcome and that "facts" will be massaged to reach that outcome.

With the City's bike lane proposal, not only have we seen inaccurate data presented in the public hearing process, but other City staff have publicly editorialized that the decision to install bike lanes is a moral one.<sup>4</sup> Admittedly, I am a new resident to the City, but I am not aware of any moral authority conveyed to City staff to make these decisions on behalf of our elected officials. Beyond that, residents are routinely portrayed online as selfish, wealthy, NIMBY naysayers – by City staff!<sup>5</sup> Apparently there is no prohibition against this type of advocacy for City employees but to my knowledge there is a City Code of Ethics<sup>7</sup> that among other things requires:

*"...employees will act in a manner that is fair, impartial and free from prejudice," and:*

*"...employees will exercise courtesy in our dealings with fellow employees and the public. We will conduct ourselves at all times in a manner that brings credit to the City."*

Disparaging residents, taxpayers and your own neighbors does not bring credit to the City.

## **VI. Conclusion**

The City has stated that "Concept #2" represents a compromise – presumably between cyclists and residents. Cyclists have been pretty clear on various online discussion forums that the fight over bike lanes on King Street is a proxy war for them - that they need a dedicated bike lane because if they lose this fight, they will be disadvantaged in future bike lane debates.<sup>8</sup> I can assure you that for residents, the bike lane proposal is not a proxy fight. This is our neighborhood and we expect our

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<sup>4</sup> <http://delray.patch.com/groups/kevin-h-poseys-blog/p/convenience-versus-safety-alexandrias-recurring-choice>

<sup>5</sup> <http://greatergreaterwashington.org/post/20292/alexandria-delays-king-street-bike-lanes/>

<sup>6</sup> <https://twitter.com/KevinHPosey>

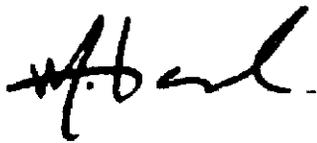
<sup>7</sup> <http://alexandriava.gov/uploadedFiles/AR6-1CodeOfEthics.pdf>

<sup>8</sup> <http://greatergreaterwashington.org/post/20292/alexandria-delays-king-street-bike-lanes/>

taxes to provide for a safe one. The City's proposal compromises our safety and access to our own homes to give the bicycle lobby the feeling that they have accomplished something. That "something" amounts to nothing. A short dedicated bike lane - a lane to nowhere that connects to nothing. In the process, the proposal disrupts an entire neighborhood and makes an already unsafe road more so.

The City of Alexandria should rely on outcomes over process. We can get there by focusing on safety. Sometimes leadership means conveying an inconvenient truth. "Complete Streets" does not mean dedicated bike lanes only, yet that is the impression that City staff have conveyed. There are roads in this City where dedicated bike lanes are inappropriate. King Street is one of them. You would be surprised by the level of support that a shared bike lane proposal would have in our neighborhood. It would also be the safest and best outcome for road users, pedestrians and residents alike.

Sincerely,

A handwritten signature in black ink, appearing to read "M. Hamel".

Max Hamel  
2425 King Street  
Alexandria, Va. 22301

Cc: Mayor Euille  
City Council  
Robert Baier, Director of Transportation and Environmental Services  
Delegate Krupicka  
Alexandria Gazette  
Old Town Alexandria Patch  
VDOT

## Jackie Henderson

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**From:** mtnmanetje@gmail.com  
**Sent:** Monday, November 11, 2013 9:36 PM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #42249: Mayor, Vice Mayor City Council Comments of Rudolf Rojas to proposed Bik

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 42249.

### Request Details:

- Name: rudolf rojas
- Approximate Address: No Address Specified
- Phone Number: 703.598.8503
- Email: [mtnmanetje@gmail.com](mailto:mtnmanetje@gmail.com)
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Comments of Rudolf Rojas to proposed Bike lanes on King Street, Alexandria, VA
- Attachment: <http://request.alexandriava.gov/GeoReport/UploadedFile.ashx/docx/6a209782-de8c-4ee8-8d0b-3ef6087146bb>
- Expected Response Date: Monday, November 18

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Honorable City Council Members, I write you to express my opposition to the 'compromise plan Concept 2 proposed by the City Staff to put in a partial bike lane and 'Sharrows' and to urge the city to implement Concept 1 with complete bike lanes on King Street.

### **Bikes are Good for Alexandria but...**

I am a 20 year resident of the city and for most of those years I have ridden my bike everywhere, despite the unfriendly nature of biking in the city. Part of my life I lived in the most bike-friendly country in the world, the Netherlands and the accommodations made for bikes there are both pragmatic and beautiful, going to the extent to protect bikers with biking signals. So when compared to here in the United States, similar bike accommodations seem non-existent. Not only do we not encourage bicycles, and riding, but we encourage a car-oriented society, where people never get out of their cars and exercise or just enjoy the many wonderful sites Alexandria has to offer. The Netherlands by contrast has a very well developed bicycle society, including ubiquitous bike lanes with their own traffic lights system. It is so safe that most riders don't even wear helmets. Not surprisingly, this society is blessed with great health and clean air as a result of less auto traffic.

Here in Alexandria, I take my life into my hands every day when I ride my bicycle down King St. to go to work. Many drivers regularly exceed the speed limit and are often times belligerent towards me, acting as if they own the road, speeding in front of me and cutting me off. Why I Ask!?? I have to ride in the car lane because there is no other option and the sidewalks too narrow to accommodate both pedestrians and cyclists.

### **Stop catering to the car culture.**

We have more bikes every day coming into the city and each year they increase exponentially because of their convenience and low cost of ownership. News reports also tell us the coming generations are shunning cars for bicycles, public transport and walking. Indeed with the 'Capital Bike Shares' in the city, more and more people are taking to streets with bikes and therefore, we taxpayers expect better services and accommodations for us as well. We simply cannot cater to a car culture alone, our constituency must be heard as well!

### **Benefits of Biking:**

Bikes foment good health, reduce pollution and carbon footprints and get people out into nature. It also alleviates the incessant gridlock we see on King St every single morning and night. In addition, promoting bicycling will encourage a healthier lifestyle as people understand that it is safe to ride using bike lanes throughout the city that don't mix with cars, trucks and busses.

### **Bicyclists deserve Concept 1:**

I consider Alexandria a progressive city, and now with a progressive City Council and new City Manager the needs of bikers and pedestrians who pay as many taxes as the auto drivers need to be accommodated.

The only real solution is to have bike lanes on both sides of King Street as was designed in Concept 1. For as many years as I can remember, I never see ANYONE using the parking spots on the west side of King and in fact, all of the properties on that side have driveways so accommodating parking is not needed.

The City council must ensure King Street has a safe bicyclist right of way that gives legitimate protection, because bicyclist ranks are only increasing day by day Concept 1 is what bikers deserve.

## Jackie Henderson

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**From:** CommunityRelations@alexandriava.gov  
**Sent:** Monday, November 11, 2013 11:11 AM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #42209: Mayor, Vice Mayor City Council Dear Vice Mayor,I live in the GW Par

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 42209.

### 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: Dear Vice Mayor,

I live in the GW Park neighborhood and would like to express my strong support for the bike lanes on King Street. I'd also like to thank the City staff for the very professional presentation at Maury School on Oct 30 about the proposed bike lanes on King Street and for the solid work the department has done on this activity.

I did not have a chance to speak at the meeting. Although not directly on King Street, I have lived on Carlisle Road about 3 doors up from King Street for over 20 years (without a driveway or garage). I ride a bicycle to work about 50% of the time during daylight savings time and have always had to do whatever I could to avert King Street.

Anything that the City can do to support expanded use of bicycles ought to be encouraged. I would have preferred the City's original plan for King Street, but appreciate the compromise that the City has now proposed. The trends of bike usage are clear and a handful of 'NIMBYs' should not be allowed to derail progress of the greater community. I hope the City Council will not be swayed by a few narrow-minded squeaky wheels with vested interests who did most of the talking at the meeting.

Thank you,

David O'Brien

- Expected Response Date: Monday, November 18

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](mailto:CommunityRelations@alexandriava.gov) or call 703.746.HELP.

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## Jackie Henderson

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**From:** aaronreastman@gmail.com  
**Sent:** Friday, November 08, 2013 2:46 PM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #42141: Mayor, Vice Mayor City Council To Mayor Euille, Vice Mayor Silderberg a

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 42141.

### Request Details:

- Name: Aaron Eastman
- Approximate Address: No Address Specified
- Phone Number: 248-640-3368
- Email: [aaronreastman@gmail.com](mailto:aaronreastman@gmail.com)
- Service Type: Mayor, Vice Mayor City Council
- Request Description: To Mayor Euille, Vice Mayor Silderberg and Council-persons Chapman, Lovain, Pepper, Smedberg and Wilson,

As a new resident of King Street and former resident of W. Taylor Run Parkway, I am writing to you with great concern regarding the city's proposal to incorporate bicycle lanes on King Street. My main concern with this proposal is in terms of safety.

I am sure we can all agree that King Street already has more traffic than it can support at times and that in addition to this large volume of vehicles, many drivers travel at well above the speed limit. The city's current proposal would have bikers share the lanes from Janney's to Upland where they would then merge into their own bicycle lanes which will narrow the vehicle travel lanes. The current plan would have the bicyclists then merge back into traffic at the next traffic light at/near Callahan (the corner of the Masonic Temple). This plan would be mirrored on the West bound side of King for bicyclists traveling away from the King St. Metro Station and towards Janney's.

I fail to see how, as the city says, adding bike lanes will slow traffic and make King St. safer and it seems apparent to me that it is not safety that the city has in mind. I would imagine that bicyclists weaving in and out of traffic on a heavily traveled street where the cars are known to speed is simply a recipe for disaster. It is not only bicyclists and drivers that are put at risk with this plan, but pedestrians as well.

In order to implement this plan, the city will remove a large number of parking spaces from the West bound side of the street. Hillary Poole who is on the Project Managing Staff for the Transportation & Environmental Services ([Hillary.poole@alexandriava.gov](mailto:Hillary.poole@alexandriava.gov)) recently suggested in an e-mail to one of my neighbors on King St. that visitors (family, package delivery, food delivery, service personnel, etc.) could park on Park St. which is across King St. and walk over to the homes they intend to visit - while in the same e-mail she indicated that in this area of King St. it is too dangerous to place cross walks. This either places visitors in a great deal of danger in their attempt to cross King St., which with the addition of bike lanes would be even more congested, or it greatly inconveniences them by forcing them to walk about a quarter mile to the nearest crossing and then back again to reach their destination.

The city's proposal seems misguided and ill informed at best and dangerous to all parties at worst. At the November 25th Traffic & Parking Board Public Hearing I strongly implore you to vote against the city's proposal for bike lanes on King St.

Thank you for your time,  
Aaron R. Eastman  
2209 King St.

November 7, 2013

Dear Chairman Johnson and members of the Traffic and Parking Board,

I am writing on behalf of the Alexandria Bicycle and Pedestrian Advisory Committee (BPAC) to request that you support bike lanes on King Street between W. Cedar Street and Janneys Lane. This project is needed to meet requirements of the Transportation Master Plan, the Complete Streets Policy, and the Bicycle and Pedestrian Mobility Plan. BPAC supports the originally-proposed design with full bike lanes extending to Janneys Lane, with the compromise of a 5-foot bike lane on the north side of King Street to assist residents with access to their driveways.

The north-side bike lane will replace the current 7 foot "parking lane." Comments at public meetings have clearly indicated that this reliably-empty lane provides both space and clear sight lines for driveway access. The bike lane on the south side of King Street would be reduced to 4 feet in this compromise proposal.

King Street bike lanes will provide much needed benefits to nearby residents and Alexandrians at large.

1. Traffic calming. According to City staff, narrowing the main travel lanes will reduce speeds about 3 mph. Local residents have repeatedly told BPAC that they need to reduce vehicle speeds in this area. Studies also indicate that safety improves when more cyclists are on the street [1].

2. Pedestrian safety. Bike lanes provide a buffer between motor vehicles and pedestrians. Local residents have repeatedly told BPAC that they are afraid to walk along this section of King Street because of both the traffic speeds and immediate proximity of the travel lane.

3. Cyclist safety. Bike lanes are a proven safety measure to reduce conflicts between cars and bicycles [2]. Increased bicycling also increases safety. "The likelihood that a given person walking or bicycling will be struck by a motorist varies inversely with the amount of walking or bicycling" [1].

Bike lanes on King Street address traffic congestion and demonstrate Alexandria's commitment to its policies and strategic goals.

1. Traffic congestion. These lanes will add capacity to King Street and will increase utilization of high-capacity Metrorail transit. Several King Street residents noted that Bike Lanes on King Street would increase the number of cyclists. That's the point! Our City's strategic goals recognize that the key to traffic congestion relief is utilization of high-capacity transit and non-motorized access to transit.

2. Citizen health. King Street bike lanes will increase fitness and reduce health issues. Studies show that people who routinely use transit are three times more likely to attain recommended exercise levels [3]. This project improves access to T C Williams High School and is a step forward for our Safe Routes to School program.

3. Public process. This project demonstrates our commitment to implement policies and plans developed through extensive public dialog and debate. We ask that you support the goals of the Transportation Master Plan, the Complete Streets Policy, and the Bicycle and Pedestrian Mobility Plan.

In summary, we request that the Board approve the originally-proposed length of the King Street bike lanes as the optimum solution to address citizen safety, traffic congestion, and the goals, policies and plans of the City of Alexandria.

Jerry King

Chair, Alexandria Bicycle and Pedestrian Advisory Committee (BPAC)

703 362 7673

<http://sites.google.com/site/alexandriabpac/>

<http://groups.google.com/group/alexandriabpac>

<http://www.facebook.com/pages/Alexandria-Bicycle-and-Pedestrian-Advisory-Committee/112205025523158>

<http://www.meetup.com/Alexandria-Biking-and-Walking/>

Copy to:

Mayor Euille, Vice Mayor Silberberg, and Members of the City Council

Director, Transportation and Environmental Services

[1] Safety in numbers: more walkers and bicyclists, safer walking and bicycling, Peter Lyndon Jacobsen, Injury Prevention 2003, Volume 9 Issue 3, pages 205-209,

<http://injuryprevention.bmj.com/content/9/3/205.abstract>

[2] Jacobsen and Rutter, "Cycling Safety" in City Cycling, eds. Pucher and Buehler, MIT Press, 2012.

[3] Journal of Public Health Policy, 2009, [http://www.eurekalert.org/pub\\_releases/2009-03/uobc-ptu032609.php](http://www.eurekalert.org/pub_releases/2009-03/uobc-ptu032609.php)