

1 **Drivers, Pedestrians, and Cyclists in California Want Complete Streets**  
2 **A Comparison of Results from Roadway Design Surveys of Pedestrians, Drivers, Bicyclists,**  
3 **and Transit Users in Northern and Southern California**

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41 Paper submitted for presentation at the 93rd Annual Meeting of the Transportation Research  
42 Board, Washington D.C., January 2014

43  
44 Word Count: 5488 + 2000 (4 tables + 4 figures) = 7488 words

**1 ABSTRACT**

2 This paper compares findings from two recent surveys on roadway design preferences among  
3 pedestrians, drivers, bicyclists, and public transit users along major urban corridors in the metro  
4 areas of San Francisco and Los Angeles. Sponsored by the California DOT, the research  
5 explored design preferences that could increase perceived traffic safety, walkability, bikability,  
6 and economic vitality along urban arterials.

7 Results from intercept surveys showed that roadway users desire similar design features  
8 along the test corridors, which carry 25,000-40,000 motorists bi-directionally and have  
9 comprehensive sidewalk coverage, but little to no on-street bicycle facilities. In response to an  
10 open-ended question about street improvements to enhance perceived traffic safety, Bay Area  
11 respondents ranked bicycle lanes and improved pedestrian crossings first and second overall,  
12 while respondents in the LA area ranked them in reverse order. Decreased speed was ranked  
13 third in the Bay Area, and 5<sup>th</sup> in the LA area. Other top suggestions included increasing street  
14 lighting, traffic signals, and stop signs in the Bay Area, and better maintained roads and  
15 increased travel space in the LA area.

16 These findings add to the growing body of evidence that design features generally  
17 deemed beneficial to one user group, such as pedestrian crossings for pedestrians, may also  
18 benefit other users. Moreover, these results suggest that roadway planning can implement a few  
19 key design interventions to enhance the travel experience of multiple user groups. Overall, the  
20 findings support the continued implementation of complete streets principles and policies.  
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# Cycling for Everyone

## Lessons from Europe

John Pucher and Ralph Buehler

**This paper investigates how bicycling can be promoted as a safe and feasible means of transport for everyone and for all trip purposes. The policies and programs needed to encourage a broad spectrum of social groups to cycle are the same policies and programs that encourage high overall levels of cycling: extensive systems of separate cycling facilities, intersection modifications and priority bicycle traffic signals, traffic calming of neighborhoods, safe and convenient bike parking, coordination and integration of cycling with public transport, traffic education and training for both cyclists and motorists, and traffic laws that favor cyclists and pedestrians. To show how this multifaceted, coordinated approach actually works, the paper focuses on cycling trends and policies in the Netherlands, Denmark, and Germany. The national-level comparative analysis is supplemented with case studies of large and small cities in each country.**

The European Union has officially recognized the importance of cycling as a practical mode of urban transport that generates environmental, economic, and health benefits (1). The U.S. Department of Transportation emphasizes the same benefits and sets the specific goal of doubling the percentage of trips made by cycling and walking (2).

Unfortunately, cycling levels in the United States lag far behind those in most European countries. Cycling here is primarily for recreation and not for daily, utilitarian travel. Equally important, from a social perspective, cycling is limited mainly to young men. In sharp contrast, cycling in northern Europe is as common for women as for men, and declines only slightly with age. In short, cycling in northern Europe is a normal way of getting around cities—for everyone and for all trip purposes.

If cycling is ever to become a viable way of getting around American cities, it must be made safe, convenient, and feasible for all ages, and for women as well as men. Cycling remains a marginal mode of transport in most American cities because it is widely viewed as requiring special equipment and training, physical fitness, and the courage and willingness to battle with motor vehicles on streets without separate bike lanes or paths. Cycling is a mainstream mode of urban travel in northern Europe precisely because it does not require any of those things. For example, most northern European cyclists ride on simple, inexpensive bikes; almost never wear special cycling outfits; and rarely use safety helmets.

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*Transportation Research Record: Journal of the Transportation Research Board*, No. 2074, Transportation Research Board of the National Academies, Washington, D.C., 2008, pp. 58–65.  
DOI: 10.3141/2074-08

The Netherlands, Denmark, and Germany have been especially successful in promoting safe and convenient cycling. Despite high rates of car ownership, these three countries have achieved high overall bike shares of urban travel, ranging from 9% in Germany to 19% in Denmark and 27% in the Netherlands—far higher than the 1% bike share of travel in the United States (3–6). Equally impressive, German, Danish, and Dutch women cycle as often as men, and all age groups make a considerable percentage of their daily trips by bike.

Several studies have examined a variety of policies and programs intended to encourage more cycling in Europe by making it safer and more convenient (1, 6–10). This paper updates those studies and supplements their information with new data from the Netherlands, Denmark, and Germany, including both aggregate national data and city case studies. The main objective is to identify and categorize the policies and programs successful cycling cities have in common with each other and to provide a thematic framework for implementation.

The paper begins by documenting differences among countries in their overall levels of cycling, bike trip purposes, and the gender, age, and income characteristics of cyclists. Differences in cycling safety help explain some of the difference in cycling levels among countries; thus, there is an entire section devoted to international comparisons of cycling fatality and injury rates and trends over time.

The subsequent sections of the paper summarize the wide range of coordinated policies and programs used in the Netherlands, Denmark, and Germany to promote cycling by everyone and at the same time improve cycling safety. The paper concludes with an overall assessment of the lessons that can be learned from northern Europe to move cycling more toward the mainstream here in the United States.

### VARIATIONS BETWEEN COUNTRIES IN OVERALL CYCLING LEVELS

As shown in Figure 1, there are large differences between Australia, the United States, Canada, and European countries in the bike share of trips, ranging from a low of only 1% in Australia and the United States to 27% in the Netherlands. These differences in the bike share of trips roughly parallel differences in the average distance cycled per person per day, an alternative way of measuring and comparing cycling levels among countries. The European Conference of the Ministers of Transport estimated that per capita cycling per day ranges from a high of 2.5 km in the Netherlands to a low of only 0.1 km in Spain, Greece, and Portugal (1). The United States is also at the low end of the spectrum, averaging 0.1 km of cycling per person per day. Germany (0.9 km) and Denmark (1.6 km) are near the top, immediately following the Netherlands in distance cycled per inhabitant.

These statistics on cycling levels reflect data provided directly by federal ministries of transport and central statistical bureaus in each

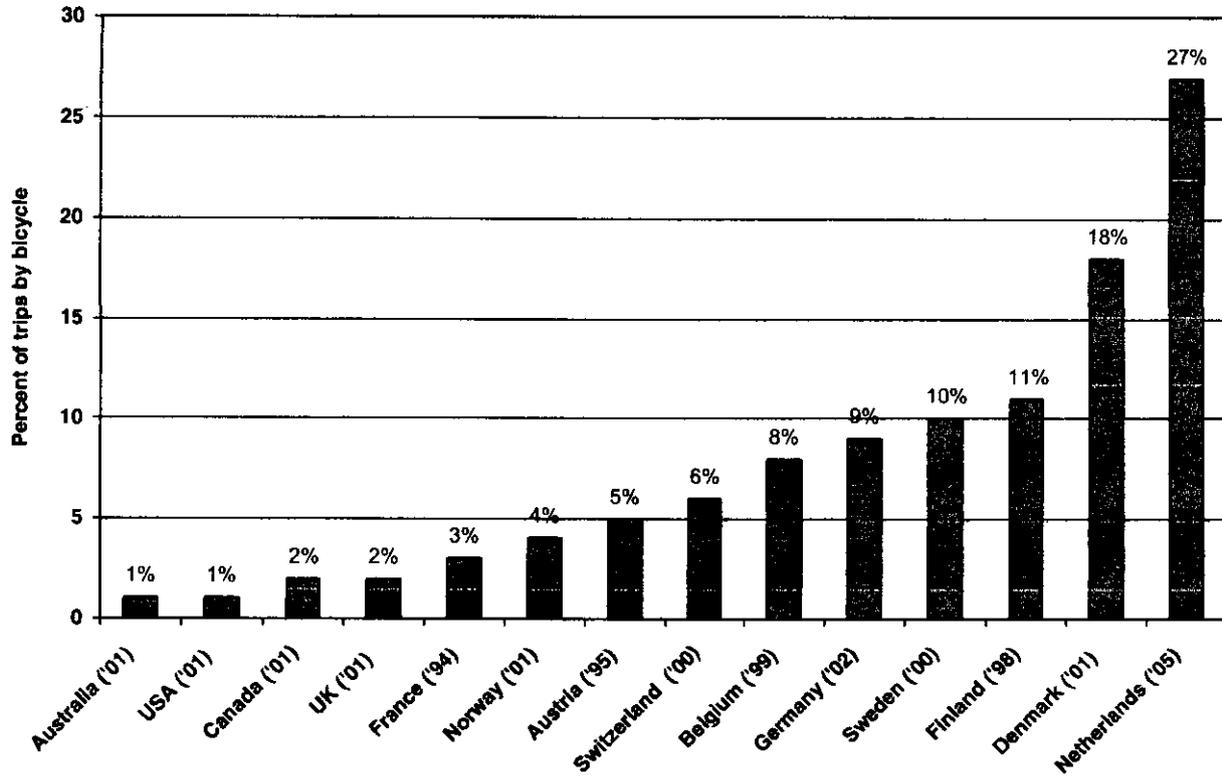


FIGURE 1 Bicycling share of trips in Europe, North America, and Australia (1, 2, 3, 5).

country. They are not entirely comparable because national travel surveys vary somewhat according to variable definitions, data collection method and frequency, target population, sample size, and response rates (11). At the very least, however, the national travel surveys facilitate approximate comparisons of different levels of cycling among countries, and whatever their limitations, they are the best available sources of information.

One might expect that Europeans cycle more than Americans due to shorter trip lengths in European cities. In fact, a considerably higher percentage of all trips in European cities are shorter than 2.5 km: 44% in the Netherlands, 37% in Denmark, and 41% in Germany, compared with 27% in the United States (1, 3-5, 12, 13). Even controlling for trip distance, however, northern Europeans make a much higher percentage of their local trips by bike. For example, Americans cycle for only 2% of trips shorter than 2.5 km compared with 37% in the Netherlands, 27% in Denmark, and 14% in Germany.

Not only do northern Europeans cycle more than Americans at every trip distance, but they are far more likely to cycle for practical, utilitarian purposes. Travel to work or school accounts for only 11% of all bike trips in the United States compared with 22% in Germany, 32% in the Netherlands, and 50% in Denmark. Similarly, shopping trips account for only 5% of all bike trips in the United States compared with 20% in Germany, 22% in the Netherlands, and 25% in Denmark (3-5, 12). Roughly three-fourths of all bike trips in the United States are for recreation compared with 35% in Germany, 27% in the Netherlands, and 24% in Denmark.

Those large differences in trip purpose suggest that the much higher levels of cycling in northern Europe are due to the use of bikes for a wide range of trip purposes, especially for daily utilitarian travel. Conversely, the very low levels of cycling in the United

States might be due to mainly recreational cycling here, which is far less frequent. If that is true, then efforts to increase cycling in the United States should perhaps focus more on utilitarian, daily travel within cities as opposed to the recent emphasis on recreational cycling facilities in parks and rural areas.

Some readers might assume that bicycling levels in Western Europe have been consistently high. In fact, cycling in Western Europe fell sharply during the 1950s and 1960s, when car ownership increased rapidly and cities started spreading out. A Dutch study showed that, from 1950 to 1975, the bike share of trips fell by roughly two-thirds in a sample of Dutch, Danish, and German cities, from 50% to 85% of trips in 1950 to only 14% to 35% of trips in 1975 (6). Similarly, a study by the city of Berlin (14) found that the number of bike trips there fell by 78% from 1950 to 1975. During that 25-year period, cities throughout the Netherlands, Denmark, and Germany focused on accommodating and facilitating increased car use by vastly expanding roadway capacity and parking supply, while largely ignoring the needs of pedestrians and cyclists (15).

In the mid-1970s, transport and land use policies in all three countries dramatically shifted to favor walking, cycling, and public transport over the private car. To some extent, this was a reaction to the increasingly harmful environmental, energy, and safety impacts of rising car use (1, 6, 15-17). Most cities vastly improved their bicycling infrastructure while imposing ever more restrictions on car use, including making car use more expensive. That policy reversal led to turnarounds in the previous decline of bike use. From 1975 to 1995, the bicycling share of trips in the previously cited sample of Dutch, Danish, and German cities rose by roughly a fourth, resulting in 1995 bike shares of 20% to 43%. In Berlin, the total number of bike trips quadrupled from 1975 to

2001 (increasing by 275%), reaching 45% of the 1950 bicycling level (14). The rebound in cycling from 1975 is especially impressive given the continuing growth in per-capita income, car ownership, and suburban development in all three countries over the past three decades.

Analysis of nationwide aggregate data (as opposed to only a few sampled cities, as above) confirms a rebound in cycling since the 1970s. Average daily kilometers cycled per inhabitant rose in all three countries over the period 1978 to 2005: from 0.6 to 1.0 km in Germany, from 1.3 to 1.6 km in Denmark, and from 1.7 to 2.5 km in the Netherlands (1, 5, 13, 18).

Not only do these three countries have high and growing levels of cycling, but cyclists comprise virtually all segments of society. For example, women are just about as likely to cycle as men. Women make 45% of all bike trips in Denmark, 49% in Germany, and 55% in the Netherlands (13, 18, 19). That compares with only 24% in the United States (3).

Another dimension of cycling's universality in northern Europe is the representation of all age groups. Children and adolescents have the highest rates of cycling in almost every country. As shown in Figure 2, however, cycling levels in northern Europe remain high even among the elderly.

In northern Europe there are no significant differences in cycling rates among income classes. For example, the 2002 national travel survey in Germany revealed that the lowest-income quartile was only slightly more likely to travel by bike (10% of trips) than the highest-income quartile (8.3%). Similarly, cyclists are distributed evenly among income classes in the Netherlands and Denmark (5, 18).

The remainder of this article examines possible reasons why cycling in Germany, the Netherlands, and Denmark is truly for everyone.

## TRENDS IN CYCLING SAFETY

Perhaps the most important reason for the higher levels of cycling in northern Europe—especially among women, children, and the elderly—is that cycling is much safer there than in the United States. Both fatality and injury rates are much higher for cyclists in the United States compared with Germany, Denmark, and the Netherlands. Averaged over the years 2002 to 2005, the number of American bicyclist fatalities per 100 million km cycled was 5.8 compared with 1.7 in Germany, 1.5 in Denmark, and 1.1 in the Netherlands (Figure 3). Thus, cycling is over five times as safe in the Netherlands as in the United States, which probably explains why the Dutch do not perceive cycling as a dangerous way to get around. Cycling in Germany and Denmark is not quite as safe as in the Netherlands but still is three to four times safer than in the United States.

Germany, Denmark, and the Netherlands have greatly improved cycling safety since 1970. Although levels of cycling have increased in all three countries over the past 35 years, the total number of cycling fatalities has declined by over 70% (5, 12, 13, 18). By comparison, cycling fatalities have fallen by less than 30% in the United States over the same period (2). These trends in cycling safety correspond to overall traffic safety trends. Thus, total traffic fatalities for all modes have also declined much more in Europe than in the United States (19).

While safer cycling clearly encourages more cycling, there is also reason to believe that more cycling facilitates safer cycling. The phenomenon of safety in numbers has been consistently found to hold over time and across cities and countries. Fatality rates per trip and per kilometer are much lower for countries and cities with high bicycling shares of total travel, and fatality rates fall for any given country or city as cycling levels rise (20).

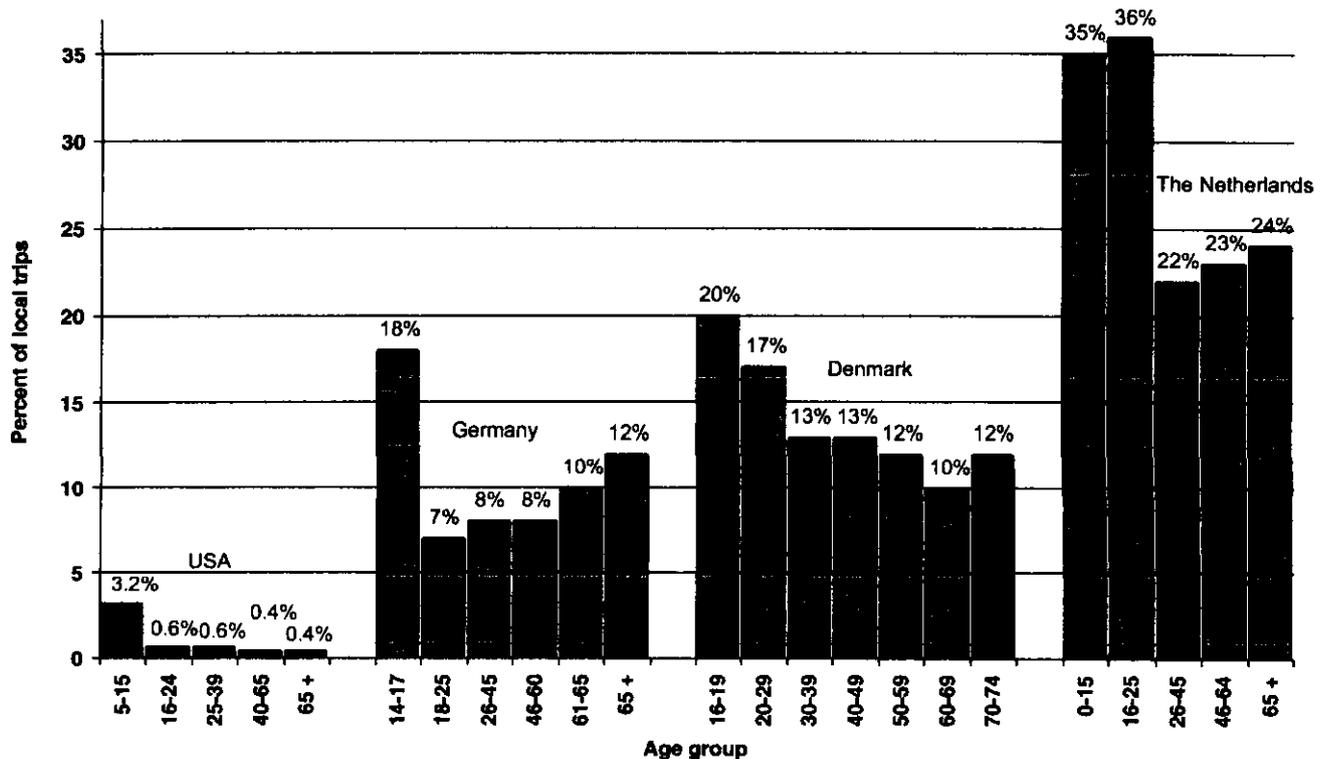


FIGURE 2 Bicycling share of trips by age group in the Netherlands, Denmark, Germany, and the United States, 2000–2002 (3, 4, 13, 18).

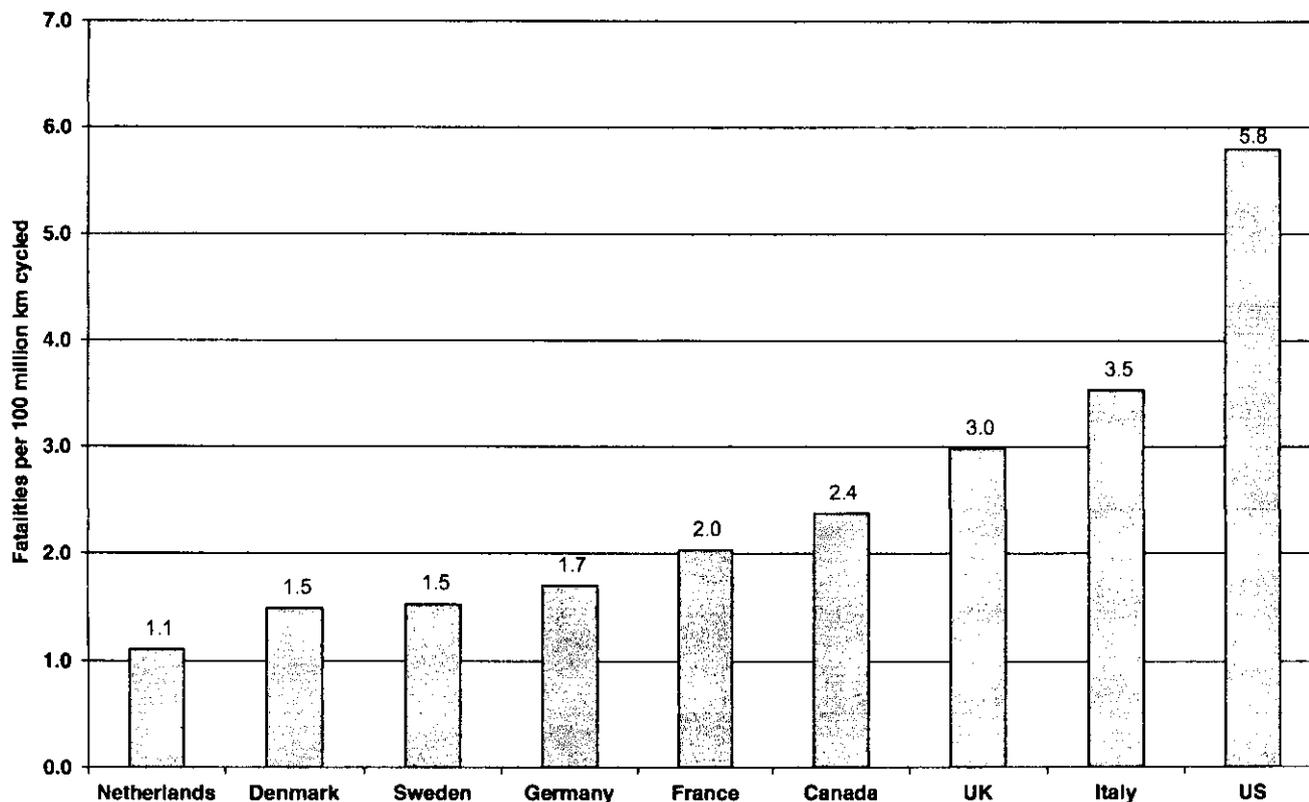


FIGURE 3 Cycling fatality rates in Europe and North America, 2002–2005 average (1, 2, 5, 9, 18).

The perceived traffic danger of cycling is an important deterrent to more widespread cycling (1, 2, 5, 6, 18, 21–23). Women and the elderly appear to be especially sensitive to such traffic danger. Many American parents do not allow their children to cycle for the same reason. Thus, making cycling safer is surely one of the keys to increasing overall cycling levels in the United States, particularly among women, the elderly, and children.

It is important to emphasize that the much safer cycling in northern Europe is definitely not due to widespread use of safety helmets. On the contrary, in the Netherlands, with the safest cycling of any country, less than 1% of adult cyclists wear helmets, and even among children, only 3% to 5% wear helmets (5, 6). In 2002, 33% of German children aged 6–10 years wore helmets while cycling, compared with only 9% of adolescents aged 11–16, and only 2% of Germans aged 17 or older (18). In 2006, 66% of Danish school children aged 6–10 years wore helmets, compared with 12% among school children 11 years or older, and less than 5% among adults (22).

#### GOVERNMENT ROLES IN FUNDING AND PLANNING CYCLING FACILITIES AND PROGRAMS

Due to the mostly local, short-distance trips made by bike, policies and programs to promote safe and convenient cycling are usually carried out at the municipal level (1). Local governments in the Netherlands, Germany, and Denmark have been planning, constructing, and funding bicycling facilities for many decades, at least since the 1970s but much earlier in some cities.

Cycling training, safety, and promotional programs are usually carried out at the local level as well, even if they are mandated and funded by higher levels. At the intermediate level, states, counties, and regional governments provide additional policy guidance, coordination, and funding, as well as some direct planning and construction of cycling facilities that serve rural areas or link different municipalities.

Central government involvement in cycling has been more recent, evolving gradually since about 1980 and providing overall goals, design guidelines, research support, model projects, coordination, and funding. The Netherlands, Denmark, and Germany all have official National Bicycling Master Plans (18, 21, 22). Each of these plans sets forth the overall goal of raising levels of cycling for daily travel while improving cycling safety. They also propose various strategies to achieve these dual goals: better design of lanes, paths, and inter-sections; more and better bike parking; coordination with public transport; and cycling safety and promotion campaigns.

Federal governments usually bear the cost of bicycling facilities built along national highways and contribute significantly to financing long-distance bicycling routes that cross state boundaries (1). In Germany, for example, the federal government contributed over €1.1 billion to doubling the extent of bikeways along federal highways from 1980 to 2000, and is now devoting €100 million per year for further bikeway extensions, cycling research, and demonstration projects (€1 = \$1.37 in 2007 U.S. dollars). In addition, about €2 billion a year in revenues from the motor fuel tax are earmarked for a special urban transport investment fund that provides 70% to 85% federal matching funds for state and local governments wanting to build cycling facilities (e.g., paths, lanes, bridges, traffic signals,

signs, and parking) (18). From 1990 to 2006, the Dutch central government contributed an average of €60 million per year to various cycling projects, including €25 million per year specifically for bike parking at train stations. In addition, the Dutch central government provides €1.8 billion a year for provinces to spend on transport projects, including cycling facilities (5). By comparison, the Danish central government has no regular funding for cycling projects but since 2000 contributed about €5 million year to various demonstration projects (1, 24).

The European Union has played a modest but increasing role in promoting cycling (1). It provides funding, for example, for transnational and cross-border bikeway projects through its EU Interreg Funding. The European Cycling Federation has already established a system of European-wide bicycling routes, and the European Union contributes toward the funding of missing bike route connections between countries and of cycling facilities in underdeveloped regions.

## HOW TO MAKE CYCLING SAFE AND CONVENIENT FOR EVERYONE

Many policies and programs are necessary to make cycling safe and feasible for a broad spectrum of the population. Eight categories of measures that have been widely adopted in Dutch, Danish, and German cities are described below. Their success in making cycling possible for everyone is largely attributable to the coordinated implementation of all of these measures so that they reinforce the impact of each other in promoting cycling. Indeed, that is perhaps the key lesson to be learned: the necessity of a coordinated, multifaceted approach. Due to space limitations, only a few representative examples that illustrate the nature and extent of the eight types of measures can be provided.

### Bike Paths and Lanes

Especially from the mid-1970s to the mid-1990s, separate facilities such as bike paths and lanes expanded greatly in all three countries. In Germany, for example, the bikeway network almost tripled in length, from 12,911 km in 1976 to 31,236 km in 1996. In the Netherlands, the bikeway network doubled in length, from 9,282 km in 1978 to 18,948 km in 1996 (25). Nationwide, aggregate statistics for the period since the mid-1990s are not available, but data for individual cities suggest continued expansion, albeit at a much slower rate than previously. The main focus now appears to be on improving the specific design of cycle paths and lanes to improve safety.

In 2004, for example, Berlin (3.4 million inhabitants) had 1,140 km of separate bike paths and lanes (26). By comparison, Amsterdam, the Netherlands (735,000 inhabitants), and Copenhagen, Denmark (504,000 inhabitants), each has roughly 400 km of completely separate bike paths and lanes (27, 28). Even much smaller cities, however, have extensive cycling facilities. For example, there are 320 km of bike paths and lanes in Muenster, Germany (278,000 inhabitants), over 500 km in Odense, Denmark (185,000 inhabitants), and over 420 km in Groningen, the Netherlands (181,000) (27, 29, 31). The bicycling networks in all these cities include numerous off-street shortcut connections for cyclists between streets and traversing blocks to enable them to take the most direct possible route from origin to destination. The result of all these facilities is a truly complete, integrated system of bicycling routes that permits cyclists to cover almost any trip either on completely separate paths and lanes or on lightly traveled, traffic-calmed residential streets.

Not only has the network of separate cycling facilities greatly expanded since the 1970s, but their design, quality, and maintenance have continually improved to ensure safer, more convenient, and more attractive cycling with each passing year. In addition, most cities have established a fully integrated system of directional signs for cyclists, color-coded to correspond to different types of bike routes. All large cities and most medium-sized cities provide detailed maps of their cycling facilities. Some cities have recently introduced internet bike route planning to assist cyclists in choosing the route that best serves their needs. In Berlin and Odense, for example, cyclists can enter not only their origin and destination but also a range of personal preferences, such as speed, on-street or off-street facility, and avoiding intersections and heavy traffic. The internet program shows the optimal route on a map and provides all relevant information about time, average speed, bike parking, and public transport connections (26, 31).

The provision of separate cycling facilities is the cornerstone of Dutch, Danish, and German policies to make cycling safe and attractive to everyone. Policies are designed to provide safety, comfort, and convenience for both young and old, for women as well as men, and for all levels of cycling ability. Virtually all studies of the effects of separate facilities confirm that most cyclists prefer them (1, 7, 8, 32). Separate paths, in particular, are perceived as being much safer and more pleasant than cycling on the roadway, thus leading to significant growth in cycling volumes when such facilities are expanded.

### Traffic Calming

It is neither possible nor necessary to provide separate bike paths and lanes on lightly traveled residential streets, but they constitute an important part of the overall cycling route network. Thus, Dutch, Danish, and German cities have traffic calmed most streets in residential neighborhoods, reducing the legal speed limit to 30 km/h (19 mph) and often prohibiting any through traffic (6). In addition, many cities—especially in the Netherlands—introduced considerable alterations to the streets themselves, such as road narrowing, raised intersections and crosswalks, traffic circles, extra curves and zigzag routes, speed humps, and artificial deadends created by mid-block street closures. Cycling is almost always allowed in both directions on all such traffic-calmed streets, even when they are restricted to one-way travel for cars. That further enhances the flexibility of bike travel. In the Netherlands, Denmark, and Germany, traffic calming is areawide and not for isolated streets.

Related to traffic calming, almost every city has created an extensive car-free zone in its center, mainly intended for pedestrian use, but generally permitting cycling during off-peak hours. In some Dutch cities, these car-free zones specifically include cycling facilities such as bike lanes and parking. The combination of traffic calming of residential streets and prohibition of cars in city centers makes it virtually impossible in some cities for cars to traverse the city center to get to the other side.

Another kind of traffic calming is the so-called bicycle street, which has been increasingly adopted in Dutch and German cities. These are narrow streets where cyclists are given absolute traffic priority over the entire width of the street. Cars are usually permitted to use the streets as well, but they are limited to 30 km/h (or less) and cannot rush bicyclists or otherwise interfere with them (29).

Traffic-calmed residential neighborhoods, car-free city centers, and special bicycle streets all greatly enhance the overall bicycling network in all Dutch, Danish, and German cities. Most importantly, they offer much safer, less stressful cycling than streets filled with

fast-moving motor vehicles. Since most bike trips start at home, traffic calming of neighborhood streets is crucial to enabling bike trips to start off in a safe, pleasant environment on the way to the separate bike paths and lanes that serve the rest of the trip.

All available evidence shows that traffic calming improves overall traffic safety. The benefits tend to be greatest for pedestrians, but serious cyclist injuries also fall sharply. Moreover, all studies report large increases in overall levels of walking and cycling. There are, of course, many different kinds of traffic calming. It is conceivable that one or another specific kind of traffic calming measure (perhaps traffic circles or speed humps) might detract from cycling safety in some circumstances. Overall, however, the evidence is overwhelming that traffic calming enhances both pedestrian and cyclist safety by reducing speeds on secondary roads (33-36).

### Intersection Modifications

While bike paths and lanes help protect cyclists from exposure to traffic dangers between intersections, they can pose safety problems when crossing intersections. Thus, Dutch, Danish, and German planners have worked continuously on perfecting the designs of intersections to facilitate safe cyclist crossings. The extent and specific design of intersection modifications vary, of course, from city to city, but they generally include most of the following:

- Special bike lanes leading up to the intersection, with advance stop lines for cyclists, far ahead of waiting cars;
- Advance green traffic signals for cyclists and extra green signal phases for cyclists at intersections with heavy cycling volumes;
- Turn restrictions for cars, while all turns allowed for cyclists;
- Highly visible, distinctively colored bike lane crossings at intersections;
- Special cyclist-activated traffic lights;
- Timing traffic lights to provide a green wave for cyclists instead of for cars, generally assuming 14- to 22-km/h bike speed; and
- Moving bike pathways a bit further away from their parallel streets when they approach intersections to help avoid collisions with right-turning cars.

Given the very nature of roadway intersections, it is virtually impossible to avoid all conflicts between motor vehicles and cyclists, but Dutch, Danish, and German planners have done a superb job of minimizing these dangers.

### Bike Parking

Extensive bike parking of various sorts is available throughout most Dutch, Danish, and German cities. Local governments and public transport systems themselves directly provide a large number of bike parking facilities (6, 29, 31). Moreover, private developers and building owners are required by local ordinances to provide specified minimum levels of bike parking both within and adjacent to their buildings.

Aside from the large number of bike racks throughout these cities, the most visible and most innovative aspect of bike parking policy is the provision of state-of-the-art parking facilities at train stations. Immediately adjacent to Muenster's main train station, for example, there is a modern, attractive bike station (built in 1999) that offers secure parking for 3,300 bikes as well as bike repairs, bike rentals, and direct access to all train platforms (29). Amsterdam, Groningen,

Odense, and Copenhagen offer similar, high-capacity bike parking facilities at their main train stations. Moreover, virtually every train station throughout Dutch, Danish, and German metropolitan areas offer bike parking of some sort (6). In the Berlin region, there were 24,600 bike-and-ride parking spots at train stations in 2005 (including metro, suburban rail, and regional rail), with 7,000 additional bike parking spots planned by 2010 (26).

Many city centers also offer special bike parking facilities. The city of Odense, for example, recently added 400 sheltered bike racks near its main shopping area as well as a state-of-the-art automatic, secure parking station (31). Groningen offers 36 major bike parking facilities in its town center, including seven that are guarded to prevent bike theft (6). In 2007, Muenster added a secured, sheltered parking facility for 300 bikes adjacent to its main shopping district (29). The city of Copenhagen has 3,300 bike parking spaces in its center and added 400 between 2000 and 2002 (28). Amsterdam has 15 guarded bicycle parking facilities in its downtown area (27). The current policy focus in Dutch, Danish, and German cities is to increase the security of bike parking, since bike theft is a major problem.

### Integration with Public Transport

Most Dutch, Danish and German cities have integrated cycling with public transport (1, 6, 18, 21, 22). Public transport systems and city planners in northern Europe have increasingly recognized the key role that bicycling plays as a feeder and distributor service for public transport. Thus, copious bike parking is provided at train stations in the city center as well as at outlying stations along the rail network. In cities such as Muenster, many suburban residents bike to reach the nearest suburban rail station, park the bike there, take the train to the city center, and then continue their trip with another bike they have parked at the main train station (29). Most rail systems permit bikes to be taken on vehicles only during off-peak hours and require an additional fee. Another form of bike-transit integration is the provision of bike rentals at virtually every major Dutch, Danish, and German train station and many suburban stations as well (6).

Most Dutch, Danish, and German cities surveyed do not permit bikes to be taken onboard regular city buses, and most buses do not come equipped with bike racks (6, 26, 27, 29). That contrasts starkly with the United States, where over 50,000 urban transit buses in 2007 had bike racks to facilitate bike-and-ride travel (37). It appears to be the one area where American transit systems do a better job of coordinating cycling with transit. The European approach is to provide bike parking facilities at major bus terminals, bus route interchanges, and even some suburban bus stops.

### Training and Education

Dutch, Danish, and German children receive extensive training in safe and effective cycling techniques as part of their regular school curriculum (6, 18, 21, 22). Most children complete such a course by the fourth grade. It includes both classroom instruction and road lessons, first on a cycling training track just for children, and then on regular cycling facilities throughout the city. Real police officers test the children, who receive official certificates, pennants, and stickers for their bikes if they pass the test. Since many children get to school by bike, training in safe cycling is considered essential to ensure their safety. But it also gets kids off to a lifetime of safe cycling skills. And since all schoolchildren are included, it means that girls as well as boys start cycling at an early age.

Another crucial element in cyclist safety is training motorists to be aware of cyclists on the roadway and to avoid endangering them (6, 18, 21, 22). In general, motorist training in the Netherlands, Denmark, and Germany is far more extensive, more thorough, and more expensive than in the United States. By law motorists are required to anticipate and avoid situations that would endanger cyclists or pedestrians. Motorists are assumed to be responsible for any collisions with children, elderly, or disabled cyclists or pedestrians, even if they are jaywalking, cycling in the wrong direction, ignoring traffic signals, or otherwise behaving contrary to traffic regulations.

How do these training programs promote cycling for everyone? They ensure that by the age of 10, most children have the basic skills to cycle safely and that drivers of motor vehicles give special consideration to cyclists. Moreover, since motorists had to take the safe cycling lessons during their early school years, and since many of them still cycle, they are more likely to drive with respect and consideration for cyclists. Cyclist and motorist training together enhance cycling safety, which has a major impact on cycling levels, especially among children, the elderly, and women.

### Promotional Events

Although the provision of safe and convenient cycling facilities is the key approach to promoting cycling, virtually all Dutch, Danish, and German cities have various programs to stimulate interest and enthusiasm for cycling by all groups. Below is a list of selected promotional measures used by six cities specifically surveyed [Amsterdam, Groningen, Copenhagen, Odense, Berlin, and Muenster (26-31)]:

- Well-signed and maintained bike routes both in the city and the surrounding countryside, with connections between different routes and color-coded, systematic numbering of paths for improved guidance;
- Comprehensive bike maps for every part of the city and the surrounding region;
- Bicycling websites with extensive information for cyclists on bicycling routes, activities, special programs, the health benefits of cycling, and bikes and bike accessories;
- Improved lighting and security of bike parking facilities, especially important for women concerned about their personal safety, often featuring priority bike parking exclusively for women;
- Cycling ambassador programs that send well-trained cyclists to residential neighborhoods to serve as role models of safe cycling and help with cycling promotion, distributing newsletters and information about cycling events;
- Annual bicycling festivals and car-free days that promote the environmental advantages of bicycling, display the latest bike models and accessories, disseminate various other relevant information for bike enthusiasts, and offer a range of bike races and mass bike rides;
- Wide range of cycling competitions for different ages and skill levels;
- Annual awards to firms that do the most to increase bicycling among their employees by providing showers, lockers, bike parking, bikes to borrow, and a flexible dress code;
- A focus on the health benefits of cycling; and
- Regular surveys of cyclists to assess their satisfaction with cycling facilities and programs and to gather specific suggestions for improvement.

These sorts of promotional activities tend to be more extensive in Denmark and Germany than in the Netherlands, where cycling levels

are already so high that the focus is more on safer cycling than on more cycling, although the two are directly related, as noted earlier.

### COMPLEMENTARY TAXATION, PARKING, AND LAND USE POLICIES

Most of the above policies refer to measures that make cycling safer and more convenient. But there are other important factors that indirectly encourage cycling (1, 6-8). For example, sales taxes on petrol and new car purchases, import tariffs, registration fees, license fees, driver training fees, and parking fees are generally much higher in Europe than in the United States (38-42). That results in overall costs of car ownership and use two to three times higher in Europe. That higher cost discourages car use to some extent and thus promotes alternative ways of getting around, including cycling, which is surely one of the cheapest of transport modes. In addition, there are many restrictions on car use and parking that reduce the relative speed, convenience, and flexibility of car travel compared with cycling.

Finally, land use and urban design policies in Dutch, Danish, and German cities are generally much stricter than in the United States and provide more government controls on low-density sprawl and the long trip distances that such sprawl usually generates (38-40, 43). Moreover, mixed-use zoning and transit-oriented developments have a long history in Europe. They facilitate the proximity of residential areas to commercial establishments, schools, churches, and a range of services. For the most part, these complementary taxation, parking, and land use policies are not specifically intended to promote cycling. Nevertheless, they provide dramatically more favorable preconditions for cycling than in the United States. Thus, one way that European cities promote cycling for everyone is by making car use more expensive, less convenient, and less necessary for everyone.

### CONCLUSIONS: POLICIES TO MAKE CYCLING POSSIBLE FOR EVERYONE

It is impossible to provide rigorous, statistical proof that the eight categories of measures discussed above, either individually or in combination, lead to more and safer cycling. The available data do not permit multivariate analysis, and even if data were available, such analysis cannot determine direction of causation. Nevertheless, the aggregate national data and specific case study data presented in this paper strongly suggest an important link between the eight categories of measures and the desired outcomes of more and safer cycling.

The most important approach to making cycling safe, convenient, and attractive for everyone in Dutch, Danish, and German cities is the provision of separate cycling facilities along heavily traveled roads and at intersections, combined with extensive traffic calming of residential neighborhoods. Safe and relatively stress-free cycling routes are especially important for children, the elderly, women, and for anyone with special needs due to any sort of disability. Providing such separate facilities to connect practical, utilitarian origins and destinations also promotes cycling for work, school, and shopping trips as opposed to the mainly recreational cycling in the United States, where most separate cycling facilities are along urban parks, rivers, and lakes or in rural areas.

As noted in this paper, separate facilities are only part of the solution. Dutch, Danish, and German cities reinforce the safety, convenience, and attractiveness of excellent cycling rights of way with

extensive bike parking, integration with public transport, comprehensive traffic education and training of both cyclists and motorists, and a wide range of promotional events intended to generate enthusiasm and wide public support for cycling.

At the same time, car use is made expensive, less convenient, and less necessary through a host of taxes and restrictions on car ownership, use, and parking. And land use policies foster relatively compact, mixed-use developments that generate more bikeable, shorter trips.

The key to the success of cycling policies in northern Europe is the coordinated implementation of this multifaceted, self-reinforcing set of policies. Precisely because the policies are sensitive to the very different needs of different social groups, they also succeed in making cycling possible for virtually everyone. It is a lesson still to be learned in the United States.

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The Bicycle Transportation Committee sponsored publication of this paper.

11  
3-15-14

**Jackie Henderson**

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**From:** shbarstow@gmail.com  
**Sent:** Monday, March 17, 2014 12:52 PM  
**To:** Jackie Henderson  
**Subject:** Call.Click.Connect. #47862: City Clerk and Clerk of Council Thank you so much for your vote on Satur

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47862.

**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: Thank you so much for your vote on Saturday to approve the King Street bike lanes, pedestrian improvements, and traffic calming project! This was an important vote, and your vote was a vote for the future of the City, and the well-being of its residents, despite vocal opposition from a few households. Although the public debate was inordinately contentious, I'm confident the project will help significantly in shifting Alexandria toward a bike-ped friendly environment, and away from the outdated "cars first" approach we need to get away from.
- Expected Response Date: Monday, March 24

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

If you need assistance with handling this request, please contact [CommunityRelations@alexandriava.gov](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.

11  
3-15-14

**Jackie Henderson**

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**From:** m.zalenska@comcast.net  
**Sent:** Friday, March 14, 2014 4:19 PM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #47789: Mayor, Vice Mayor City Council Mayor, Vice Mayor, City Council Members

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47789.

**Request Details:**

- Name: Margaret Zalenska
- Approximate Address: No Address Specified
- Phone Number: 980 5304
- Email: [m.zalenska@comcast.net](mailto:m.zalenska@comcast.net)
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Mayor, Vice Mayor, City Council Members,  
As a blind athlete a team member of 1992 Paralympics in Barcelona And current member of a tandem bike group organized for blind bikers and sighted guides, I am requesting you accept and implement King St traffic calming project without further delay.  
Respectfully,  
Margaret Zalenska
- Expected Response Date: Friday, March 21

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

If you need assistance with handling this request, please contact [CommunityRelations@alexandriava.gov](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.

I am here to support the proposal for bicycle lanes on King Street.

I'm a bicycle commuter and a recreational cyclist. A primary reason for my choosing to buy a home in Alexandria was the bike-ability of my neighborhood and its convenient connections to regional bikeways.

While Alexandria already offers much infrastructure to support safe biking as a viable means for primary transportation, we can do more. Our network of bike routes is incomplete and suffers from some paralytic gaps. Of particular concern to me has been the poor connections between the east and west sides of town. There are few safe, direct routes that take into account bicyclist and pedestrian safety.

King Street can be one of these needed routes. As a primary approach to the King Street Metro and Union Station from the west, it's a natural choice to be a key bikeway. Bike lanes in this stretch of King Street will encourage more cyclists to tap into regional transportation resources by providing a route with greater safety and comfort.

I believe bike lanes on King Street will significantly enhance the City's transportation network. This solution offers something for all Alexandrians and visitors to our City and should have Council support for implementation.

11  
3-15-14

**Jackie Henderson**

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**From:** jjmarks92@gmail.com  
**Sent:** Monday, March 17, 2014 11:20 AM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #47860: Mayor, Vice Mayor City Council Dear Council Members:Just a note to

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47860.

**Request Details:**

- Name: Justin Marks
- Approximate Address: No Address Specified
- Phone Number: 303-564-3872
- Email: [jjmarks92@gmail.com](mailto:jjmarks92@gmail.com)
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Dear Council Members:

Just a note to thank your for your support of the King Street bike lanes. I strongly support traffic calming measures.

I sold my car last year because I primarily travel by bicycle (w/2 children) and metro. Not only do I save money by not owning a car, but I invest that savings back into our local businesses. Instead of driving to Home Depot, I shop at Executive Lock and Key. Instead, of driving to DC for dinner, we bike to eat in Del Ray or Old Town.

I believe that for Alexandria to remain a great city, we need to out-compete Arlington, the District, and metro Maryland for safe bicycling. Why would a young family want to live in Alexandria, if the other localities can offer car free or car light living?

Please continue to make our streets safe. I believe the goal of the city should be for the streets to be safe for the most vulnerable users. A 5-year old and a 75 year-old should feel safe enough to ride a bicycle on our streets.

Thanks again,

Justin Marks  
216 East Mason Avenue  
Alexandria, VA 22301

- Expected Response Date: Monday, March 24

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

If you need assistance with handling this request, please contact [CommunityRelations@alexandriava.gov](mailto:CommunityRelations@alexandriava.gov) or call 703.746.HELP.

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11  
3-15-14

**Jackie Henderson**

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**From:** William Euille  
**Sent:** Saturday, March 15, 2014 11:22 AM  
**To:** City Council  
**Cc:** Rashad Young; Rich Baier; Earl Cook  
**Subject:** Fwd: no more bike lanes  
**Attachments:** running stop sign 010.AVI; ATT00001.htm; running stop sign 011.AVI; ATT00002.htm; running stop sign 012.AVI; ATT00003.htm

Sent from my iPhone

Begin forwarded message:

**From:** <[ron4520@aol.com](mailto:ron4520@aol.com)>  
**Date:** March 15, 2014, 8:40:30 AM EDT  
**To:** <[William.Euille@alexandriava.gov](mailto:William.Euille@alexandriava.gov)>  
**Subject:** no more bike lanes

stop means stop not keep going , safety starts with enforcement of rules

11  
3-15-14

**Jackie Henderson**

---

**From:** malstouffer@verizon.net  
**Sent:** Sunday, March 16, 2014 1:50 PM  
**To:** City Council; City Council Aides; Jackie Henderson; Community Relations  
**Subject:** Call.Click.Connect. #47834: Mayor, Vice Mayor City Council Tio the City Council, Thank you for app

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47834.

**Request Details:**

- Name: Mallery Stouffer
- Approximate Address: No Address Specified
- Phone Number: 703-836-8024
- Email: [malstouffer@verizon.net](mailto:malstouffer@verizon.net)
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Tio the City Council,  
Thank you for approving the King Street bike lanes. I have lived in Rosemont since 1990 and feel sure that this is a very positive step for our neighborhood and our city.

Thank you for listening and for your decision.  
Mallery Stouffer  
400 Rucker Place  
Alexandria 22301

- Expected Response Date: Monday, March 24

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

If you need assistance with handling this request, please contact [CommunityRelations@alexandriava.gov](mailto:CommunityRelations@alexandriava.gov) or call 703.746.HELP.

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11  
3-15-14

**Gloria Sitton**

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**From:** Deborah Conlan <daconlan@synaxis.to>  
**Sent:** Wednesday, March 12, 2014 12:06 PM  
**To:** Gloria Sitton  
**Subject:** Bike Lanes

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear Mayor Euille and City Council Members - Please do not pass Concept 2 for Bike Lanes along King Street. Passage for bicyclists through the Masonic Temple grounds is a much preferred alternative for all involved (motorists, pedestrians and bicyclists).

Motorists will not have the added distraction of watching for bicyclists nor will traffic be further delayed. There have been no accidents with pedestrians and motor vehicles along this section. Therefore, I believe when supporters of the bike lanes point to increased pedestrian safety they must be referring to the pedestrians being hit by bicyclists riding on the sidewalks. Bicyclist passage through the Masonic Temple grounds ensures that will not occur.

Please respect the February 24 Alexandria Transportation and Parking Board ruling. Alexandria is a bicyclist friendly city as evidenced by the City's Bike Lane Map. Please do not allow special interest pressure to create danger and inconvenience for a far greater number (starting with the 13,000 daily King Street motorists).

Thank you for your consideration,

Deborah Ann Conlan  
306 Princeton Boulevard | Alexandria, Virginia 22314



11  
3-15-14  
submitted by  
Aeron Eastman

This petition has collected  
404 signatures  
using the online tools at [iPetitions.com](http://iPetitions.com)

Printed on 2014-03-14

## Reject King Street Option 2

### About this petition

King Street neighbors and residents across Alexandria have serious concerns about the safety of the City's proposed Concept 2 plan for bike lanes on King Street, which is based on insufficient data and creates additional traffic, accessibility, and liability issues.

By signing this petition, I ask the Alexandria City Council to uphold the February 24th decision of the Alexandria Transportation and Parking Board which rejected for safety reasons the City of Alexandria's plan (<http://alexandriava.gov/localmotion/info/default.aspx?id=74320>) to install dedicated bike lanes and remove parking on King Street between Cedar and Highland Place.

## Signatures

1. Name: Lisa Scanlon on 2014-03-07 17:22:15  
Address: 515 Braxton Place, Alexandria  
Comments:

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2. Name: Jason Bonin on 2014-03-07 18:25:44  
Address: 2511 king steet  
Comments: Not Safe

---
3. Name: Abbie Eastman on 2014-03-07 19:11:18  
Address: 2209 King St  
Comments:

---
4. Name: Amy Lehmkuhler on 2014-03-07 19:35:02  
Address: 2407 King Street  
Comments:

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5. Name: Rachel on 2014-03-07 19:42:25  
Address: 2509 King St.  
Comments:

---
6. Name: Rich LaFalce on 2014-03-07 20:10:47  
Address: 2512 King Street  
Comments:

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7. Name: Jesi Carlson on 2014-03-07 20:40:27  
Address: Alexandria, VA  
Comments:

---
8. Name: Darlene Johnson on 2014-03-07 20:41:09  
Address: 2210 King Street  
Comments: Unnecessary as there is a safe alternate route.

---
9. Name: Joyce Gordon on 2014-03-07 20:58:57  
Address: 3618 Trinity Dr, Alexandria, VI 223043  
Comments: foolish unsafe idea

---
10. Name: Richard Gordon on 2014-03-07 21:00:34  
Address: 3618 Trinity DR, Alexandria, VA  
Comments:

---
11. Name: David Rutherford on 2014-03-07 22:40:16  
Address: 2214 King Street

Comments:

- 
12. Name: Kellie Meehan on 2014-03-07 22:53:16  
Address: 801 west view terrace, Alexandria, va 22301  
Comments:
- 
13. Name: Tim Ockerman on 2014-03-07 23:52:29  
Address: Janneys Lane  
Comments: The plan is unsafe to bicyclists and residents.
- 
14. Name: Aaron Eastman on 2014-03-08 01:37:23  
Address: 2209 King St  
Comments:
- 
15. Name: Ryan Work on 2014-03-08 02:02:07  
Address: 2212 King Street  
Comments:
- 
16. Name: Whitney Work on 2014-03-08 02:09:06  
Address: 2212 King  
Comments:
- 
17. Name: Craig Hudson on 2014-03-08 02:21:08  
Address: 2602 King St  
Comments: Disregarding the King St. neighborhood is wrong.
- 
18. Name: Judith Klesius on 2014-03-08 04:59:06  
Address: 518 Braxton Place  
Comments: bike lanes unsafe on King Street - keep parking spaces for residents
- 
19. Name: Michael Klesius on 2014-03-08 05:03:00  
Address: 518 Braxton Place  
Comments:
- 
20. Name: Theresa Rhodes on 2014-03-08 12:15:34  
Address: 2306 King St  
Comments: No bike lanes on King St
- 
21. Name: Russell Rhodes on 2014-03-08 12:18:40  
Address: 2306 King St  
Comments: Keep parking for residents - reroute bike line thru Mesonic Mem.
- 
22. Name: Whitney Patton on 2014-03-08 13:14:14  
Address: 603 Janneys Lane

Comments: Unsafe for commuters of all kinds. Problem is speed.

---

23. Name: Kristy Kalo on 2014-03-08 13:19:37  
Address: 514 Janney's Lane  
Comments:

---

24. Name: Janice Cronin on 2014-03-08 14:23:49  
Address: 623 S Fairfax Street  
Comments:

---

25. Name: John Korns on 2014-03-08 14:40:21  
Address: 2416 King Street  
Comments: Bike Lanes would be a disaster

---

26. Name: Paulette Korns on 2014-03-08 14:43:34  
Address: 2416 King Street  
Comments: Bike Lanes would be dangerous

---

27. Name: Mary Margaret Lehmkuhler on 2014-03-08 14:52:56  
Address: 2407 King Street, Alexandria, VA  
Comments: I agree with this petition wholeheartedly, as it concerns the safety of anyone who uses the King Street Roadway

---

28. Name: Alexandra Kouhestani on 2014-03-08 14:53:19  
Address: 2305 N Columbus St arlington, va 22207  
Comments:

---

29. Name: Laurie Bafwey on 2014-03-08 15:06:10  
Address: 317. South Royal Street  
Comments:

---

30. Name: Monte Lehmkuhler on 2014-03-08 15:08:36  
Address: 2407 King Street  
Comments: I am a long time resident of Alexandria and support this petition.

---

31. Name: Richard A. Johnson on 2014-03-08 15:28:56  
Address: 2210 King St., Alexandria VA  
Comments:

---

32. Name: Judy Shehan on 2014-03-08 15:35:29  
Address: 720 S Lee St  
Comments: I think creating bike lanes invites danger

---

33. Name: Susan Gould on 2014-03-08 16:00:53

Address: 4011 Featherstone Place

Comments:

---

34. Name: Julia Habrecht on 2014-03-08 16:32:50

Address: 2212 Commonwealth

Comments:

---

35. Name: James New on 2014-03-08 16:45:42

Address: 3607 Lowell Street, NW Washington, DC 20016

Comments: None

---

36. Name: Nita Madhvani on 2014-03-08 16:52:13

Address: 2151 Jamieson Ave, Alexandria, Va 22314

Comments: I do 100% agree there will be lot of congestion and more dangerous for all the car drivers as well as for cyclist too..

---

37. Name: Dede spitznagel on 2014-03-08 17:59:43

Address: 2100 whiteoaks drive

Comments: This street is already difficult to navigate. I would never ride my bike there.

---

38. Name: Elise Darden on 2014-03-08 19:36:57

Address: 3300 Elmore Drive

Comments:

---

39. Name: Katie Winterstein on 2014-03-08 20:14:29

Address: 15 E Bellefonte Ave

Comments: No comment.

---

40. Name: Pam Murphy on 2014-03-08 20:55:45

Address: 509 Canterbury Lane, Alexandria, VA 22314

Comments:

---

41. Name: Ann Ridenhour on 2014-03-08 21:02:27

Address: 4008 Sharp Pl

Comments: Taking away 27 parking spaces is a sure recipe for delivery drivers double parking and making King St impassable. As an avid biker, I encourage the City planners to put bike lanes in new streets. However, trying to squeeze them into narrow, older streets is not the answer to traffic problems. It makes them worse!

---

42. Name: Matthew Braun on 2014-03-08 21:25:38

Address: 2212 Commonwealth Ave

Comments:

---

43. Name: Lee Dunn on 2014-03-08 21:54:20

Address: 519 S Lee Street

Comments:

---

44. Name: Esther Goldberg on 2014-03-08 22:28:32  
Address: 2419 King Street, Alexandria, VA 22301  
Comments: Anything that make cyclists a false sense of security about riding on this very busy street, with its buses, tractor-trailors, semis, fire trucks, ambulances, is irresponsible and immoral.
- 
45. Name: Mark & Beth Mazzanti on 2014-03-08 22:30:33  
Address: 521 Janneys LN  
Comments: By unilaterally installing bike lines on Janneys LN, it has decreased safety and increased the risks of dangerous accidents for residents and potentially more tragically children on their way to school. Including bike lanes on King Street will lead to a similar situation.
- 
46. Name: Paula Rutherford on 2014-03-08 23:13:36  
Address: 2214 King Street  
Comments:
- 
47. Name: Bridget Shea Westfall on 2014-03-08 23:24:56  
Address: 2519 King Street, Alexandria, VA 22301  
Comments: My husband and I purchased our home in December 2013 due to the walkability to the metro. King Street is currently very unsafe for pedestrians--even with sidewalks and close promiximity to the metro--due to the traffic and speeding on the street. Often it is difficult for me to pull in and out of my own driveway due to congestion. Removing the dedicated parking spots and installing bike lanes will only increase the problem, especially the safety to pedestrians walking on the sidewalks and families that rely on street parking for their own home.
- 
48. Name: Tracy Hollingsworth on 2014-03-08 23:40:19  
Address: 2501 King St  
Comments: Hilltop st would provide a safer route for cyclists while limiting t
- 
49. Name: Brendan Dunn on 2014-03-09 00:57:17  
Address: 519 S. Lee St., Alexandria, VA 22314  
Comments: You don't need a complex study to know that this will do next to nothing to calm traffic on this stretch of King. Meanwhile, it will radically undermine the nature of the neighborhood and public safety. This is a demonstration that Madison was not entirely right. The bike mania that would lead to this proposal shows that tyranny of the minority is possible. The people who drive on that road, who use those spots, and who live along that road are having their safety and convenience compromised to satisfy a small but vocal minority. A predictable disgrace, but a disgrace nonetheless.
- 
50. Name: Mimi foley on 2014-03-09 02:27:46  
Address: 731 s. Fayette st. , alexandria

Comments:

- 
51. Name: Louise Welch on 2014-03-09 03:13:25  
Address: 2207 King St., Alexandria, VA 22301  
Comments: Adding dedicated bike lanes to this section of King Street, already too narrow and too heavily traveled to meet existing needs, is especially irresponsible considering there are safer alternatives for bicyclists.
- 
52. Name: Sara Gillespie on 2014-03-09 03:42:52  
Address: 2516 King Street, Alexandria, VA 22301  
Comments:
- 
53. Name: Thomas Zang on 2014-03-09 05:28:56  
Address: 7903 Martha Washington St. Alexandria Va  
Comments: I'm a contractor who works in the area alot. We can't aford to loose the parking spaces.
- 
54. Name: Linda Eastman on 2014-03-09 05:53:26  
Address: 7744 SE Sugar Sand Circle Hobe Sound FL  
Comments: I frequently visit relatives who live on that section of King Street and am amazed that a plan such as this would ever be considered. It is an area of heavy traffic on a very narrow street - far too dangerous to convert parking to a bicycle lane. The plan also fails to consider parking for residents and contractors who live and work in the area.
- 
55. Name: Amy O'Hara on 2014-03-09 10:08:15  
Address: 1813 Potomac Greens Dr, Alexandria, VA 22314  
Comments:
- 
56. Name: jeanne-marie murphy on 2014-03-09 10:56:12  
Address: 2404 king st alexandria va  
Comments: please reject as unsafe the plan for the bike lanes
- 
57. Name: Janet Beckmann on 2014-03-09 11:59:43  
Address: 313 Park Road Alexandria Va 22301  
Comments:
- 
58. Name: Jennifer Mattson on 2014-03-09 12:39:05  
Address: 2410 King St. Alexandria VA 22301  
Comments:
- 
59. Name: Carter Flemming on 2014-03-09 14:03:08  
Address: 1403 Bishop Lane  
Comments:
-

60. Name: Scott and Miriam Brenner on 2014-03-09 14:32:03  
Address: 103 West Rosemont Avenue  
Comments: Our roads are in horrible condition and the city wants to spend money on installing bike lanes?
- 
61. Name: Michael Lawrence on 2014-03-09 15:14:39  
Address: 400 North View Terrace  
Comments:
- 
62. Name: Ann Lawrence on 2014-03-09 15:44:13  
Address: 400 North View Terrace  
Comments: Too much congestion on the road. This won't be safe for bikers.
- 
63. Name: Lynne Lawrence on 2014-03-09 15:48:30  
Address: 400 North View Terrace  
Comments: We have direct access to King Street through our back fence. We use this parking to load and unload as we have 23 steps up to the front of our house. When we bought our house 12 years ago, access through the back was one of the major selling points. Also, I drive up and down King Street almost every day and the traffic/congestion is already very bad. Adding bike lanes will only make the situation worse and more dangerous for residents, bikers, and pedestrians.
- 
64. Name: Jessica Wallace on 2014-03-09 16:10:12  
Address: 21 West Oak Street, Alexandria, VA 22301  
Comments:
- 
65. Name: George Malleck on 2014-03-09 16:23:57  
Address: 23 Sunset Dr, Alexandria, VA 22301  
Comments: The street is already too narrow and the parking too limited.
- 
66. Name: Anne Malleck on 2014-03-09 16:25:18  
Address: 23 Sunset Dr, Alexandria, VA 22301  
Comments: The infrastructure does not support a bike lane at this location
- 
67. Name: Grit Cooper on 2014-03-09 16:36:30  
Address: 205 East Braddock Road  
Comments:
- 
68. Name: Allyson Roberts on 2014-03-09 16:40:31  
Address: Indigo run Dr. Richmond, va  
Comments: As a visitor to the area, parking is so difficult! The traffic is so heavy it is dangerous for bikers!
- 
69. Name: John Fatherree on 2014-03-09 16:41:25  
Address: 2324 Riverview Terrace, Alexandria, VA 22303

Comments:

- 
70. Name: Liane Pierce on 2014-03-09 16:51:22  
Address: 2509 King Street  
Comments: I am generally pro-bike lane, but they just don't make sense on a street as congested and narrow as this one.
- 
71. Name: Ellen and Don Stanton on 2014-03-09 16:54:27  
Address: 2600 King Street  
Comments: Cyclists will not be safe riding on King Street. The street is much too narrow and there is too much traffic.
- 
72. Name: Hughes Pierce on 2014-03-09 17:06:16  
Address: 3227 Magnolia Ave, Falls Church, VA  
Comments: Very unsafe with traffic for the nearby Metro/Amtrack Station!
- 
73. Name: Jesse Pierce on 2014-03-09 17:20:38  
Address: 2509 King Street  
Comments:
- 
74. Name: Carol Kesaris on 2014-03-09 17:25:54  
Address: 507 Virginia Avenue, alexandria 22302  
Comments:
- 
75. Name: Gary Barfknecht on 2014-03-09 17:27:48  
Address: 21 Sunset Dr 22301  
Comments:
- 
76. Name: Lee Ellett on 2014-03-09 17:30:33  
Address: 105 West Cedar Street  
Comments: I am very pro-bikers, but feel that adding bike lanes would significantly increase danger to bikers and cars using this area of King street.
- 
77. Name: Roxane Schmittel on 2014-03-09 17:46:37  
Address: 208 Park Road  
Comments:
- 
78. Name: Paul Doherty on 2014-03-09 17:55:34  
Address: 204 West Glendale Avenue, Alexandria VA 22301  
Comments:
- 
79. Name: Leo Schmittel on 2014-03-09 18:13:07  
Address: 208 Park Rd  
Comments:

- 
80. Name: David Beckmann on 2014-03-09 18:45:58  
Address: 313 Park Rd,Alexandria VA 22301  
Comments:
- 
81. Name: Bonnie Cohen on 2014-03-09 19:07:25  
Address: 607 North View Ter  
Comments:
- 
82. Name: Susan McAteer on 2014-03-09 20:06:09  
Address: 306 Park RD, Alexandria, VA 22301  
Comments:
- 
83. Name: Elisabeth Fry on 2014-03-09 21:22:48  
Address: 40 North Oakland Street, Arlington, VA 22203  
Comments: I drove on King Street yesterday. There are a few blocks that are so narrow. I don't understand how a bike lane could safely fit there.
- 
84. Name: Pamela Lepp on 2014-03-09 21:41:41  
Address: 509 Robinson Court  
Comments:
- 
85. Name: Allie Pierce on 2014-03-09 21:51:53  
Address: 1336 N. Ode St., Arlington, VA  
Comments:
- 
86. Name: Olof Roos on 2014-03-09 21:52:40  
Address: 1336 N. Ode St, Arlington, VA  
Comments:
- 
87. Name: Katherine Nucci on 2014-03-09 22:02:50  
Address: 404 Upland Place, Alexandria, VA  
Comments:
- 
88. Name: John Groat on 2014-03-09 22:12:33  
Address: 514 Braxton Place, Alexandria, VA  
Comments: I regularly walk down King Street to the Metro. The proposal puts pedesterians at greater risk.
- 
89. Name: Elizabeth Malleck on 2014-03-09 22:37:24  
Address: 68 Chester St  
Comments: The road is too congested to have safe bike lanes.
- 
90. Name: Robert Feden on 2014-03-09 22:43:56

Address: 605 Janneys Lane, Alex, VA 22302  
Comments: I sent comments to City already.

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91. Name: Nancy Ho Foster on 2014-03-09 23:20:58  
Address: 32 E Linden St. Alexandria, VA 22301  
Comments:

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92. Name: paul prevost on 2014-03-09 23:30:24  
Address: 621 Putnam Pl, Alexanrdia VA  
Comments: spend the money on repaving Putnam Place!

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93. Name: Kristin Teeters on 2014-03-09 23:38:55  
Address: 506 Queen Street  
Comments:

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94. Name: Erin Hough on 2014-03-09 23:40:20  
Address: 711 Upland Pl  
Comments:

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95. Name: Susan on 2014-03-09 23:45:25  
Address: Fairfax County  
Comments: This is a bad idea

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96. Name: Robert L. Harris on 2014-03-10 00:02:05  
Address: 601 Braxton Place  
Comments: Alexandria, Virginia 22301

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97. Name: carolyn turner on 2014-03-10 00:21:16  
Address: 2925 bryan street  
Comments: this is misguided; and a future hazard

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98. Name: Gail Gordon Donegan on 2014-03-10 00:23:29  
Address: 1314 Bayliss Drive Alexandria  
Comments: Kin St is too narrow for bike lanes

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99. Name: Patricia Plympton on 2014-03-10 00:27:03  
Address: 715 West View Terrace, Alex VA 22301  
Comments: As a daily driver on King Street, I am concerned about the safety of bicyclists on an already congested road.

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100. Name: Pamela Larson on 2014-03-10 00:39:37  
Address: 300 North View Terrace, Alexandria, VA 22301  
Comments:

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101. Name: Jessica Marvin on 2014-03-10 00:42:29  
Address: 1640 king Street alexandria va 22314  
Comments:
- 
102. Name: Cathleen Phelps on 2014-03-10 00:46:47  
Address: 514 Prince St. Alexandria VA 22314  
Comments: No way would I allow my kids to ride their bikes up King St. with or without these bike lanes. There's too much traffic and not enough space. Much safer through the neighborhood.
- 
103. Name: Ellen McGuire on 2014-03-10 00:49:22  
Address: 3 West Cedar St  
Comments:
- 
104. Name: jon nordling on 2014-03-10 00:50:05  
Address: 40 e rosemont ave alex va 22301  
Comments: I just do not think it is fair to the residents for losing much needed parking and it just does not seem safe.
- 
105. Name: Mollie Hemingway on 2014-03-10 00:52:41  
Address: Linden St.  
Comments: I advocate transportation systems that work for drivers, bicyclists and pedestrians. We could dramatically improve bike routes in the area. But it's a disaster waiting to happen to put bike lanes on the narrow and congested King Street. In fact, the idea makes so little sense that I keep wondering if there's some Chris Christie-type scandal that explains how it's made it this far.
- 
106. Name: LaMora Pogue on 2014-03-10 00:52:44  
Address: 703 Little Street  
Comments: I travel that road daily because of my job and I know from personal experience that this would put everyone at risk. With such narrow pathways, if a bike for whatever reason picks up a nail or blows a tire and begins to wobble, especially heading down King Street, the biker would have NO other place to fall oter than into traffic or direct route of on on coming car. It happened to me in richmond Va and it seems too great of a risk to ask both motorists and bikers to take. That hill is not meant for the average biker. If some one is hurt or killed on stretch, the City would be completely and soley responsible, and I don't want to help foot the bill.
- 
107. Name: Donna O'Connell on 2014-03-10 00:54:37  
Address: 2113 Marlboro Drive Alexandria 22304  
Comments:
- 
108. Name: Sandra Levy on 2014-03-10 00:56:43  
Address: 106 W. Walnut St. Alexandria, VA 22301  
Comments:
-

109. Name: Leigha Doerrer on 2014-03-10 01:13:14  
Address: 12 W Bellefonte Ave, 22301  
Comments:
- 
110. Name: Abigail Matia on 2014-03-10 01:19:07  
Address: 2406 King Street  
Comments:
- 
111. Name: Douglas Matia on 2014-03-10 01:20:03  
Address: 2406 King Street  
Comments:
- 
112. Name: MD Jason on 2014-03-10 01:21:05  
Address: 2402 King st.  
Comments:
- 
113. Name: Ethan Lane on 2014-03-10 01:22:01  
Address: 3407 Alabama Avenue, Alexandria, VA 22305  
Comments:
- 
114. Name: Brian Barker on 2014-03-10 01:27:13  
Address: 808 Beverley Drive  
Comments: It is unfair to residents who bought their house with the King Street parking to remove the spaces.
- 
115. Name: M daly on 2014-03-10 01:29:12  
Address: 101 e Alexandria ave Alexandria va  
Comments:
- 
116. Name: Ellen Epstein on 2014-03-10 01:30:54  
Address: 113C E. Windsor Ave.  
Comments: This is way too dangerous. I drive this road daily and I can't imagine how turning off and onto King St. through bike lanes could be anything but trouble.
- 
117. Name: Lauren Huneke on 2014-03-10 01:32:51  
Address: 1716 Potomac Greens Dr., Alexandria, VA 22314  
Comments:
- 
118. Name: Mimi Saunders on 2014-03-10 01:40:33  
Address: 2511 Clay St Alexandria VA 22302  
Comments:
- 
119. Name: Judy Allen on 2014-03-10 01:49:00  
Address: 716A Norfolk Lane, Alexandria

Comments:

- 
120. Name: Caitlin and Christian Rockwell on 2014-03-10 01:50:50  
Address: 402 north view terrace, Alexandria  
Comments: Our home backs up to King Street. We do not support the bike lanes and loss of parking.
- 
121. Name: Roman Allen on 2014-03-10 01:51:02  
Address: 716A Norfolk Lane, Alexandria  
Comments:
- 
122. Name: Jennifer Persico on 2014-03-10 01:58:21  
Address: 720 South View Terrace, Alexandria VA 22314  
Comments:
- 
123. Name: Jennifer Dougherty on 2014-03-10 01:59:47  
Address: Alexandria  
Comments: Road too narrow for cars and bikes!
- 
124. Name: Kathleen Magmer on 2014-03-10 02:00:43  
Address: 5320 Taney Avenue, Alexandria, VA 22304  
Comments:
- 
125. Name: s. gallagher on 2014-03-10 02:01:54  
Address: 1000 Virginia Ave  
Comments: Mixing bicycle traffic with automobile traffic in many of the narrow streets of Alexandria is not a smart idea and will potentially cause riders severe injury or death. Rework the plan. Much of the bicycle traffic in other areas of NOVA is handled on separated trails, suggest Alexandria do the same before we have a tragedy.
- 
126. Name: Max Hamel on 2014-03-10 02:07:12  
Address: 2425 King Street  
Comments:
- 
127. Name: Michael Smith on 2014-03-10 02:32:10  
Address: 708 N Overlook Drive  
Comments:
- 
128. Name: Susan McAdoo on 2014-03-10 02:42:21  
Address: 501 Lloyd's Lane , alexandria , va  
Comments:
- 
129. Name: Rebecca Bostick on 2014-03-10 02:45:33  
Address: 920 Vicar Lane, Alexandria, VA 22302

Comments:

- 
130. Name: Paula Kougeas on 2014-03-10 03:04:50  
Address: 711 Little Street, 22301  
Comments:
- 
131. Name: Nancy Kelly on 2014-03-10 03:16:43  
Address: 2402 Cameron Mills Rd  
Comments:
- 
132. Name: Mary Elizabeth Duke on 2014-03-10 03:21:48  
Address: 2312 Windsor Rd  
Comments:
- 
133. Name: Maggie Fitzsimmons on 2014-03-10 03:32:53  
Address: 406 Janneys Lane, Alexandria 22302  
Comments:
- 
134. Name: Christine Traettino on 2014-03-10 03:32:55  
Address: 104 Gibbon Street  
Comments: We live at the corner of Gibbon and Union Street. It's a mess! Bike lanes are not the answer. Bike trails need to be established to link the north and south ends of Old Town. Waterfront plan has not adequately addressed this issue either.
- 
135. Name: katherine Morrison on 2014-03-10 03:34:14  
Address: 806 west view terrace  
Comments:
- 
136. Name: Leslie Hinton on 2014-03-10 03:37:41  
Address: 3937 Taney Ave. Alexandria, VA 22304  
Comments:
- 
137. Name: Elizabeth Knights on 2014-03-10 03:41:16  
Address: 2609 Valley Drive Alexandria VA 22302  
Comments:
- 
138. Name: Keith Larson on 2014-03-10 03:51:34  
Address: 300 North View Terrace, Alexandria, VA 22301  
Comments:
- 
139. Name: marine niewald on 2014-03-10 03:55:25  
Address: 2924 richmond lane  
Comments: no no the street is too narrow as is residents pay high taxes and should have the right to their parking space

- 
140. Name: Sherry York on 2014-03-10 04:01:16  
Address: 634 Putnam Place  
Comments:
- 
141. Name: Siddartha Beth Pierce on 2014-03-10 07:59:30  
Address: 4558 Quail Run Drive Marshall, Virginia 20215  
Comments: No to bike lanes.
- 
142. Name: Don Perkal on 2014-03-10 09:51:23  
Address: 802 Beverley Drive  
Comments: Planned bike lanes on King St. a bad idea
- 
143. Name: Matt O'Brien on 2014-03-10 10:08:25  
Address: 401 Fontaine St  
Comments:
- 
144. Name: Karl Nicolas on 2014-03-10 10:56:31  
Address: 600 Upland Place  
Comments:
- 
145. Name: Glenn mcgregor on 2014-03-10 11:17:13  
Address: 532 duncan  
Comments:
- 
146. Name: John Olsen on 2014-03-10 11:33:58  
Address: 211 North View Terrace  
Comments:
- 
147. Name: R Holland on 2014-03-10 11:50:59  
Address: 3313 Alabama Ave  
Comments:
- 
148. Name: Alicia Barnes on 2014-03-10 11:53:33  
Address: 2509 king street  
Comments:
- 
149. Name: Harlene Clayton on 2014-03-10 11:58:13  
Address: 1408 Oakcrest Drive, Alexandria, VA  
Comments: That portion of King Street is way too narrow to add bike lanes.
- 
150. Name: Susanne Wanamaker on 2014-03-10 12:16:56  
Address: 712 Putnam Place  
Comments:

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151. Name: Harold Heilsnis on 2014-03-10 12:37:43  
Address: 302 North View Terrace, Alexandria, VA  
Comments: Our vehicular egress is onto King Street. Option 2 would be hazardous to our safety as well as to cyclists. Please note that my wife and I support bike lanes when properly planned; this plan is a bad one.

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152. Name: Sabrina Reilly on 2014-03-10 12:39:49  
Address: 3416 Alabama Avenue, Alexandria, VA 22305  
Comments: This area of King Street is awfully narrow and already hard to drive on. Adding bike lanes would, in my opinion, make it more dangerous both for bikers and drivers. Since the Masonic Temple has offered to place a bike path on their property I do not see a need for bike lanes on King Street.

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153. Name: Ianthe Zabel on 2014-03-10 12:45:14  
Address: 1332 Bayliss Dr  
Comments:

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154. Name: Chartley Ward on 2014-03-10 12:51:40  
Address: 809 Crescent Drive Alex 22302  
Comments: Ridiculous waste of money and dangerous.

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155. Name: Katy Fike on 2014-03-10 13:08:28  
Address: 6515 Potomac Avenue  
Comments:

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156. Name: Jane Cohen on 2014-03-10 13:11:42  
Address: 46 E. Rosemont Ave. Alexandria  
Comments: For exercise, I walk each day in the neighborhood. I already have to doge bicyclists who run stop signs, even when there's a pedestrian in the crosswalk, and red lights and who go the wrong way on one-way streets. I also drive King Street on that stretch and dread what it would be like if the bad ones were encouraged to use it.

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157. Name: Lucy Goddin on 2014-03-10 13:12:33  
Address: 2925 King St, 22302  
Comments:

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158. Name: Ann Boehm on 2014-03-10 13:26:34  
Address: 806 St. Stephens Rd. 22304  
Comments:

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159. Name: Jeff Warner on 2014-03-10 13:28:42  
Address: jeffw778899@gmail.com  
Comments: Bicyclists already do not have to adhere to the same laws that pertain to motor vehicles...this alone will create more of a safety hazard on King Street.

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160. Name: Laura Sacher on 2014-03-10 13:35:27  
Address: 812 N Overlook Dr  
Comments:
- 
161. Name: Betty Wanamaker on 2014-03-10 13:39:25  
Address: 712 Putnam Place  
Comments:
- 
162. Name: Cornelia Groat on 2014-03-10 13:41:24  
Address: 514 Braxton Place Alexandria, VA 22301  
Comments:
- 
163. Name: Gary Stradiotto on 2014-03-10 13:48:16  
Address: Washington, DC  
Comments: I travel [frequently] to the area and think the city's plan is flawed
- 
164. Name: Julie Whitmer on 2014-03-10 13:53:36  
Address: 2915 King Street, Alexandria, VA 22302  
Comments:
- 
165. Name: Clay Greenway on 2014-03-10 14:06:39  
Address: Reject  
Comments: Why not turn the west bound sidewalk into a bike/running path?
- 
166. Name: Emily Fisk on 2014-03-10 14:14:22  
Address: St. Louis, MO  
Comments: I travel to the area frequently, am an avid cyclist and think that this bike lane would be extremely dangerous to the cyclists who use it since it ends so abruptly at such a busy intersection.
- 
167. Name: Adam Fox on 2014-03-10 14:20:07  
Address: 81 Sharon Mt Rd, Sharon CT 06069  
Comments: The street is too narrow and vehicle traffic too heavy to even consider bike lanes.
- 
168. Name: David Cuddington on 2014-03-10 14:20:25  
Address: 2 W Walnut St  
Comments:
- 
169. Name: Theresa Cuddington on 2014-03-10 14:20:51  
Address: 2 W. Walnut St., Alexandria, VA  
Comments:
-

170. Name: Trey & Ashley Hardin on 2014-03-10 14:22:09  
Address: 705 Kings Court  
Comments:
- 
171. Name: Jeanine Finch on 2014-03-10 14:22:13  
Address: Arlington VA  
Comments: This plan is not beneficial to cyclists, motorist, or residents especially entering into a busy intersection when going east and having a blind spot coming around the bend on King Street.
- 
172. Name: Stacey on 2014-03-10 14:23:16  
Address: 1408 oakcrest dr.  
Comments:
- 
173. Name: Morgan Jackson on 2014-03-10 14:27:52  
Address: Des Plaines Il 60016  
Comments: I don't live in the area, but I do travel there frequently and I think the cities plan for these bike lanes is flawed.
- 
174. Name: Patty Brady on 2014-03-10 14:33:43  
Address: 12 E Cliff St  
Comments: I drive this stretch twice a day and agree with others; this is already a traffic bottleneck and narrowing the auto lanes to add bicycle lanes will only make it more unsafe. Bike traffic should be routed elsewhere, either on side streets or dedicated bike/walk trails.
- 
175. Name: Alycia Fulgencio on 2014-03-10 14:37:13  
Address: Fairfax, VA  
Comments: I travel frequently to the area and think the city's plan is flawed
- 
176. Name: Darren Consider on 2014-03-10 14:37:38  
Address: Wilton Manors, FL  
Comments:
- 
177. Name: David Copenhafer on 2014-03-10 14:41:10  
Address: 3812 Moore Place, Alexandria  
Comments:
- 
178. Name: Deb on 2014-03-10 14:46:31  
Address: Shawnee, KS  
Comments: I travel to the area frequently to visit and, without adequate parking spots, my safety and my access to my family is compromised.
- 
179. Name: Dennis Auld on 2014-03-10 14:47:57  
Address: 215 Park Rd.

Comments:

- 
180. Name: Lynn Hampton on 2014-03-10 14:49:32  
Address: 215 Park Rd.  
Comments:
- 
181. Name: Phoebe Chong on 2014-03-10 14:52:47  
Address: Alexandria, VA  
Comments:
- 
182. Name: Charles Keller Jr. on 2014-03-10 14:59:30  
Address: N View Terrace  
Comments:
- 
183. Name: Maribeth Nyerges on 2014-03-10 15:09:59  
Address: 2522 King St. Alexandria, VA 22301  
Comments:
- 
184. Name: Bambi Coval on 2014-03-10 15:13:46  
Address: 3407 Cameron Mills Rd, Alex, Va 22305  
Comments:
- 
185. Name: Cindy Anderson on 2014-03-10 15:29:05  
Address: 2709 Valley Drive, Alexandria, VA 22302  
Comments: I support bike lanes where it makes sense but bike lanes are not sensible here. Additionally, I don't think that villainizing people who live nearby and who would be most impacted is wrong. Every other process I can think of in the City gives more weight to the needs of the people closest to the proposed change as they would be most impacted by it. I have lived here all my life and I would not use a bike lane in that area. There are alternatives that are much safer for cyclists.
- 
186. Name: Jeff Yutzler on 2014-03-10 15:31:00  
Address: 2500 Terrett Ave.  
Comments: The plan calls for vehicular and bike lanes that are unsafely narrow for the terrain /volume combination.
- 
187. Name: Amy LaFalce on 2014-03-10 15:33:16  
Address: 2512 King St  
Comments:
- 
188. Name: Joshua Beebe on 2014-03-10 15:35:01  
Address: 225  
Comments:
-

189. Name: Garrett Erdle on 2014-03-10 15:42:59  
Address: 24 West Cedar Street Alexandria, VA 22301  
Comments: I will feel a whole lot more safe jogging up/down the east side of King Street when there is a parked car separating me from a vehicular travel lane than I will feel with a piece of thermoplastic separating me from a vehicular travel lane. The current condition, while maybe not perfect for all, offers pedestrians an improved level of safety by placing a parked vehicle between themselves and a moving vehicle.
- 
190. Name: Tom Henry on 2014-03-10 15:43:14  
Address: Alexandria VA  
Comments: Wasting taxpayers money, creating a safety hazard, AND removing parking, its lose-lose-lose.
- 
191. Name: sarah linder on 2014-03-10 15:50:53  
Address: 17 Auburn Ct. Unit A Alexandria, VA 22305  
Comments:
- 
192. Name: Ruben Duran on 2014-03-10 15:59:22  
Address: 250 S. Whiting St.  
Comments: this is a poorly looked at place for bike lanes. When will the city come up with a citywide master plan for bike lanes. I realize you (city staff) only seem capable of creating small area plans, but a city wide bike lane and a city wide traffic plan would go a long way, especially when "redevelopment occurs" so you can incorporate this stuff be it pedestrian, bicycle, or traffic safety measures.
- 
193. Name: Craig Talley on 2014-03-10 16:08:18  
Address: 508 upland Place  
Comments: This will cause worst problems . City out of touch with citizens concerns.
- 
194. Name: Michelle Lang on 2014-03-10 16:11:01  
Address: 2151 Jamieson Avenue #1504 Alexandria VA 22314  
Comments: Anyone can see that there isn't room for bike lanes on king street. it won't be safe for anyone.
- 
195. Name: Albie Dickson on 2014-03-10 16:41:03  
Address: 500 Cathedral Drive  
Comments: I support bikes being provided safe passage throughout the City. King Street is too narrow for safe passage.
- 
196. Name: Melissa Bennett on 2014-03-10 16:45:31  
Address: 14 West Oak Street, Alexandria, VA 22301  
Comments: Upper King Street is too narrow for a bike lane too.
- 
197. Name: robert o Bothwell on 2014-03-10 16:59:44  
Address: 406 Highland Place

Comments: I fully support this petition. Why not run the bike lane from Janney's Lane through Purnam Place and Hilltop Terrace to the Masonic Temple and then through the Temple grounds. bike riders could be asked to obtain annual permits to ride through the Temple grounds.

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198. Name: Kelley Raymond on 2014-03-10 17:14:11  
Address: 515 Tennessee Ave, Alexandria  
Comments: I agree completely - this proposal goes way too far and doesn't consider ramifications to an already narrow street

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199. Name: Justin Williams on 2014-03-10 17:17:58  
Address: 3008 Mount Vernon Ave. Alexandria, VA 22305  
Comments:

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200. Name: Elizabeth Phu on 2014-03-10 17:21:39  
Address: 4710 Newcomb Pl, Alexandria 22304  
Comments:

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201. Name: Cathryn Hodukavich on 2014-03-10 17:52:05  
Address: 3008 Mt Vernon Ave.  
Comments:

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202. Name: Larry Gillespie on 2014-03-10 18:13:07  
Address: 2516 King Street  
Comments:

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203. Name: Sarah Strauss on 2014-03-10 18:31:35  
Address: 909 Madison St., Alexandria VA 22314  
Comments: I support this petition. King Street is much too busy to handle bikers and cars. This will create additional congestion and be a safety hazard for bikers and drivers.

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204. Name: Erin Cederlind on 2014-03-10 18:37:57  
Address: Alexandria, VA  
Comments: I barely feel comfortable walking my dog and baby on the \*sidewalk\* down this stretch of road because the traffic is so heavy. Drivers headed towards Old Town absolutely fly down the hill and wouldn't be able to see someone on a bike in time. This plan is fatalities waiting to happen. Not to mention it would add further congestion to an area that is already a nightmare at rush hour and make left turns even more dangerous. Lastly, with removing nearly all the parking, how are residents of that stretch supposed to have guests and deliveries? Are people supposed to park in the even narrower residential area, or the even more congested lower area of King Street? This is ridiculous. Bikers can easily route themselves to the wider, flatter, and higher visibility Duke Street or the quieter Russell Road, not to mention the many side streets. If you want to make this road safer, increase police presence, or add speed bumps. Humans on two wheels as a buffer zone rather than parked cars is NOT the solution.

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205. Name: Naomi Harris on 2014-03-10 19:42:49  
Address: 609 N. Kenmore St.  
Comments:

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206. Name: Josh Turner on 2014-03-10 19:45:16  
Address: 10283 Latney Road Fairfax VA 22032  
Comments:

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207. Name: Frederick Willard on 2014-03-10 20:11:13  
Address: 1005 W Braddock Rd  
Comments:

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208. Name: Meredith Gamble on 2014-03-10 20:36:47  
Address: 3800 Moore Place, Alexandria, VA  
Comments:

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209. Name: Lauren Petron on 2014-03-10 20:41:12  
Address: 521 Tennessee Avenue  
Comments:

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210. Name: Clare McCaffrey on 2014-03-10 22:12:46  
Address: 506 Highland Place  
Comments:

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211. Name: Camille Shaw on 2014-03-10 22:12:59  
Address: 221 S. Pitt st Alexandria, VA 22314  
Comments: There is not enough room for a bike lane.

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212. Name: Jane Foote on 2014-03-10 22:37:01  
Address: 910 Vicar Lane, Alexandria 22302  
Comments:

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213. Name: William Miner on 2014-03-10 23:01:47  
Address: 2505 King Street Alexandria, VA 22301  
Comments: This proposal is universally rejected by the people who are directly affected by the proposal. The bicyclists have have a safe alternative by using the side streets. The residents are severely impacted by the proposal and safety is severely compromised.

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214. Name: Jackson, Suzanne on 2014-03-10 23:43:44  
Address: 203 Park Road, Alexandria, VA 22301  
Comments: This area is not safe for bicyclists.

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215. Name: Melissa J Bell on 2014-03-11 00:13:54  
Address: 5800 Magnolia Lane, Falls Church VA 22041

Comments:

- 
216. Name: Michael Porterfield on 2014-03-11 00:37:11  
Address: 16 W. Bellefonte Avenue  
Comments:
- 
217. Name: Ellen Patrick on 2014-03-11 00:58:45  
Address: 409 Tyler place, alexandria va  
Comments:
- 
218. Name: Holley Kiculleni on 2014-03-11 01:46:45  
Address: 464 South Union St. Alex. 22314  
Comments: bikers can use alternate streets
- 
219. Name: Christine Hall on 2014-03-11 01:54:24  
Address: 5070 Kilburn Street Alexandria, VA 22304  
Comments:
- 
220. Name: Michael Manuel on 2014-03-11 01:58:33  
Address: 1600 Prince St #307, Alexandria, VA 22314  
Comments: Street parking on King Street is a much better use of extra lane space than a dangerous bike lane which starts or ends at the crowded intersection of King & Russell.
- 
221. Name: Mandi Janis Stewart on 2014-03-11 02:25:26  
Address: Washington, DC  
Comments:
- 
222. Name: maurice stutchman on 2014-03-11 03:12:37  
Address: 684 Janneys Lane, Alexandria, VA 22302  
Comments:
- 
223. Name: Mark Nagumo on 2014-03-11 03:19:35  
Address: 4 East Bellefonte Ave, Alexandria, VA 22301  
Comments:
- 
224. Name: Barbara Glomb on 2014-03-11 05:33:03  
Address: 403 Tennessee Ave. Alexndria, VA 22305  
Comments: Taking away the parking lane and narrowing the car lanes will make that stretch of King St. less safe.
- 
225. Name: Cathy Tyler on 2014-03-11 10:58:54  
Address: 506 Lloyds Ln  
Comments:
-

226. Name: Ann Dorman on 2014-03-11 12:06:48  
Address: 2724 Kenwood Ave, Alexandria, VA 22302  
Comments: A bike lane on a very busy stretch of King Street is a very bad idea.
- 
227. Name: Jeff McQuilkin on 2014-03-11 12:34:41  
Address: 1710 Oakcrest Drive  
Comments:
- 
228. Name: Pamela Bonin on 2014-03-11 12:44:09  
Address: Alexandria  
Comments: Safety bikelanes would need to be 6-7 feet to be safe on this street
- 
229. Name: Paige Bonin on 2014-03-11 12:46:01  
Address: Alexandria  
Comments: Safety speed needs to be address before adding bike lanes
- 
230. Name: Churchill Hooff on 2014-03-11 12:54:18  
Address: 22301  
Comments: Before bike lanes are expanded in the city, the city should develop and enforce a coherent policy about rules of the roads for bikers manyof whom (but not all) see the stop signs and lights as optional, and a traffic lines as something to cut in front of. But I disgress, these bike lanes are bad for different reasons.
- 
231. Name: AnneN. Richardson on 2014-03-11 13:06:52  
Address: 602 S.Vlew Terr  
Comments: THe City's plan for bike lanes on King Street will create a drag strip for cyclists - many of whom do not obeytraffic lights, stop signs or yeild to pedestrians.
- 
232. Name: Margo Williams on 2014-03-11 13:19:42  
Address: 102 W Bellefonte Ave  
Comments:
- 
233. Name: Carrie Bell on 2014-03-11 13:27:36  
Address: 8001 Candlewood Dr, Alexandria, VA 22306  
Comments:
- 
234. Name: Stephanie Clayton on 2014-03-11 13:33:20  
Address: 5333 Thayer Avenue  
Comments: As much as I love the idea of bike lanes, I simply think they are a very bad idea along this stretch of King Street.
- 
235. Name: Katherine Porterfield on 2014-03-11 14:14:26  
Address: 426 Timberbranch Pky.  
Comments: .
-

236. Name: Bruce Miller on 2014-03-11 15:12:23  
Address: 410 Hanson Lane, Alexandria  
Comments: Total waste of the city's time. I am a biker, and anyone who bikes up that stretch of King St is nuts. Besides, there are many more pleasant ways to get to Braddock Center or Seven Corners.
- 
237. Name: Mr. & Mrs. Woodrum on 2014-03-11 15:18:21  
Address: 404 Janneys Lane, Alexandria, VA 22302  
Comments: Much too dangerous!!!
- 
238. Name: Mary Jane Ruhl on 2014-03-11 15:45:39  
Address: 905 Enderby Drive  
Comments: I drive to work via King Street. The stretch from Janneys Lane to Russell Road is busy, as is, and I find it to be less than safe. If bike lanes are installed, I would have to go out of my way, e.g., Russell, where there's a long queue, or Commonwealth, which is circuitous, to get to work at the PTO. Seems those options would be better for bike lanes than that part of King. Also wouldn't mind sharing those streets with bikers.
- 
239. Name: Cristina Rugo on 2014-03-11 16:10:55  
Address: 506 N. View Terrace  
Comments: I live off King and walk my dog there, albeit fearfully. Adding a bike lane would create an even more dangerous and congested stretch than what is already there. Fully support this petition!
- 
240. Name: Susan Schlickeisen on 2014-03-11 16:38:47  
Address: 201 W. Rosemont Ave./Alexandria, Va.  
Comments: In addition to the many other safety concerns already expressed, my husband and I are very worried that cars turning right onto King Street from West Rosemont Ave. will be in danger of being hit by bicycles in a bike lane on King Street given the steep angle of the roadway opposite the Masonic Temple. The alternative bike route through the temple grounds offers a much safer way to accommodate cyclists and at the same time protect the rights and parking privileges of property owners on King Street.
- 
241. Name: Lee Hernly on 2014-03-11 16:52:29  
Address: 2121 Jamieson Ave  
Comments: Allowing bike lanes on this steep hill is an accident waiting to happen.
- 
242. Name: Michele Lefrancois on 2014-03-11 17:10:19  
Address: 3807 Elbert Ave  
Comments:
- 
243. Name: Janice Connally on 2014-03-11 17:12:12  
Address: 1601 Ruffner Road, Alex., Va. 22302  
Comments:
-

244. Name: debra critchley on 2014-03-11 17:13:05  
Address: 401 underhill pl, Alexandria VA  
Comments:
- 
245. Name: Pam cornelio on 2014-03-11 17:16:39  
Address: 701 rose sq. Alexandria va 22314  
Comments:
- 
246. Name: Wayne Hulehan on 2014-03-11 17:26:28  
Address: 809 S. Overlook Drive  
Comments: King Street is just too narrow and we need parking more than bike lanes.  
Bicyclists can use another street.
- 
247. Name: Laurie A. Dunn on 2014-03-11 17:31:33  
Address: 1643 Preston Rd. Alexandra, Va.  
Comments: Too dangerous. Please uphold the February decision.
- 
248. Name: Allen Mueller on 2014-03-11 17:48:02  
Address: 301 Charles Alexander Court, 22301  
Comments: Too narrow and steep to safely support bikers or dedicated bike lanes.
- 
249. Name: Peggy Morrison-Curtis on 2014-03-11 17:51:14  
Address: 3112 Circle Hill Road  
Comments:
- 
250. Name: William Curtis on 2014-03-11 17:52:25  
Address: 3112 Circle Hill Road  
Comments:
- 
251. Name: Charles Roberts on 2014-03-11 18:05:43  
Address: 3808 Indigo Run Drive, Richmond, VA 23233  
Comments: As frequent visitors to that area, it would be very difficult for us to find parking  
on King Street.
- 
252. Name: Cheerie Smith on 2014-03-11 18:09:38  
Address: 3405 Alabama Ave., Alex., Va 22305  
Comments:
- 
253. Name: Thomas Bond on 2014-03-11 18:19:24  
Address: Alexandria  
Comments:
- 
254. Name: Anne Bailey on 2014-03-11 18:26:30  
Address: 705 N Overlook Drive, Alexandria, VA 22305

Comments: Bike lanes on King Street is an invitation for broken bones, brain concussions, lawsuits, and gridlock. Are you CRAZY? King Street is narrow, and filled with huge vehicles, such as the trolley, buses, and trucks. Unless you get rid of street parking (unfair to small businesses along King Street) or sidewalks (unfair to pedestrians), I have visions of bikers getting car doored. This is NOT practical.

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255. Name: Jennifer Robitaille on 2014-03-11 18:27:49  
Address: 3042 Clancy Drive, Dumfries VA 22026  
Comments:

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256. Name: Clarence Burke on 2014-03-11 18:52:53  
Address: 711 N Overlook Dr, Alexandria, va  
Comments:

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257. Name: Marcia Evans on 2014-03-11 19:08:41  
Address: 410 Virginia Ave., Alexandria 22302  
Comments:

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258. Name: Antonia Gillespie on 2014-03-11 19:22:26  
Address: 2424 Ridge Road Drive  
Comments:

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259. Name: Kate Miner on 2014-03-11 19:40:31  
Address: 2505 King Street  
Comments:

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260. Name: carol taylor on 2014-03-11 19:50:43  
Address: jackson place alexandria va  
Comments:

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261. Name: Walter Gross on 2014-03-11 20:26:23  
Address: 412 Argyle Drive  
Comments:

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262. Name: Laura Kopp on 2014-03-11 20:46:37  
Address: 2200 Minor Street, Alexandria, VA 22302  
Comments: I drive this stretch of King Street on a daily basis and think it's a TERRIBLE idea to add bike lanes. Bike lanes would be an accident and a lawsuit waiting to happen. I can't believe the City Council would agree to such a bad idea.

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263. Name: Paul Kopp on 2014-03-11 20:47:48  
Address: 2200 Minor Street, Alexandria 22302  
Comments: Bike lanes would be a significant safety issue.

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264. Name: Emily Dunton on 2014-03-11 21:03:31  
Address: 1312 Cleveland St. Alexandria 22302  
Comments: Please do not allow bike lanes. I travel this road several times daily and rarely see a cyclist. Other routes exist w bike lanes to get into Old a Town with much less risk involved.
- 
265. Name: Arlene Fitzpatrick on 2014-03-11 21:17:45  
Address: 2211 King st  
Comments: There are safer routes.
- 
266. Name: Janet Reese on 2014-03-11 21:21:41  
Address: 921 N.Overlook Drive  
Comments: i am of the opinion that King Street is too narrow for the proposed bike lanes, and that it would not be safe to install them.
- 
267. Name: Eamon okelly on 2014-03-11 21:25:36  
Address: 2211 King st  
Comments: From an engineering perspective this idea needs a lot more work to be safe for all, it's simply too narrow and busy.
- 
268. Name: Gail Noren on 2014-03-11 22:01:34  
Address: 823 Marshall Lane  
Comments:
- 
269. Name: Ann Arnold on 2014-03-11 22:27:19  
Address: 4 West Windsor Avenue, Alexandria, VA  
Comments:
- 
270. Name: Charles Campbell on 2014-03-11 22:30:36  
Address: 425 Timber Branch Parkway  
Comments:
- 
271. Name: Sunny Yoder on 2014-03-11 22:32:52  
Address: Farm Road, Alexandria  
Comments: I oppose this proposal without accompanying law requiring bicyclists to be licensed as automobile drivers are
- 
272. Name: Christine Vick on 2014-03-11 22:35:41  
Address: 1109 Roundhouse Lane  
Comments: I oppose this proposal because I am for safety first. This proposal is not safe for residents; pedestrians; drivers and importantly bicyclists
- 
273. Name: Mary Henely on 2014-03-11 22:39:26  
Address: 500 Ivy Circle Alexandria VA 22302  
Comments:

- 
274. Name: Elizabeth Good on 2014-03-11 22:44:45  
Address: 3417 Alabama Ave, Alexandria, VA  
Comments: King St is too narrow, too congested. Additional dangers would arise from residents becoming pedestrians if parking were eliminated. Safety would be compromised for all.
- 
275. Name: Amy Johnson on 2014-03-11 22:58:04  
Address: 606 Upland Place Alexandria  
Comments: King St is too narrow, too congested and the cuurent proposed courses of action are not safe.
- 
276. Name: ann bruno on 2014-03-11 23:07:20  
Address: 115 west maple st, 22301  
Comments: This is a ridiculous proposal...can you please side with the homeowners here for once???
- 
277. Name: Philippe Bruno on 2014-03-11 23:08:34  
Address: 115 W MAPLE ST  
Comments: Do NOT approve this!!!
- 
278. Name: Stan Protigal on 2014-03-11 23:09:02  
Address: 100-block, Mt Vernon Ave  
Comments: The people who live there do not want this. I am a bicycle commuter and think bike paths should be placed where useful, functional (as bike paths) and not dangerous. Narrowing the lanes of King Street just does not make sense at all. This is "wrong in so many ways."
- 
279. Name: Lynn Smith on 2014-03-11 23:09:34  
Address: 3917 Courtland  
Comments:
- 
280. Name: Heidi Anderson on 2014-03-11 23:22:29  
Address: 705 Grand View Drive  
Comments:
- 
281. Name: Laura G on 2014-03-11 23:24:38  
Address: 3417 Alabama Ave  
Comments:
- 
282. Name: Kristen Jones on 2014-03-11 23:28:09  
Address: 3400 Old Dominion Boulevard  
Comments: I have never encountered one, respectful, traffic law abiding biker in this city!! Go on the GW trail where cars and bikers interact much less! Bikers are rude in our city!
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283. Name: Mary D. Carroll on 2014-03-11 23:44:19  
Address: 910 Allison Street  
Comments: Please do not subject King Street residents to bike lanes. Mistake.
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284. Name: Alex von Guggenberg on 2014-03-11 23:50:09  
Address: 1400 West Braddock rd Alexandria Va 22302  
Comments:
- 
285. Name: Michelle Poore on 2014-03-12 00:23:00  
Address: 2416 Cameron Mills Rd., Alexandria  
Comments: Bike lanes in this area will increase the danger to cars and pedestrians.
- 
286. Name: sandra wiener on 2014-03-12 00:29:57  
Address: 602 west view terrace  
Comments:
- 
287. Name: Lynn Hershey on 2014-03-12 00:31:35  
Address: 3505 Sterling ave, alexandria, va  
Comments:
- 
288. Name: Alex LeFrancois on 2014-03-12 00:54:14  
Address: 3807 Elbert Ave  
Comments:
- 
289. Name: Wes Inton on 2014-03-12 00:55:32  
Address: 3807 Elbert Ave  
Comments:
- 
290. Name: Pete Rotkis on 2014-03-12 00:58:55  
Address: Alexandria, Virginia  
Comments:
- 
291. Name: John Augustine on 2014-03-12 01:13:25  
Address: 1604 Walleston Court Alexandria VA 22302  
Comments: Subjecting an average of 13,000 rush hour motorists to the safety risks, congestion, delays, and overall deterioration of our quality of life to accomodate the 7 bikers who use King Street during rush hour makes absolutely NO sense. Please reconsider this ill-conceived idea.
- 
292. Name: Rita Jupe on 2014-03-12 01:18:27  
Address: 301 Park Road, Alexandria, VA 22301  
Comments: Darlene Johnson's letter in the Alexandria newspaper this weekend was reasonable, equitable to the cyclists and motorists alike. She was spot on with her main idea that a better way to handle the situation would be to educate everyone that bicycles are vehicles too and riders have the same privileges and responsibilities as drivers under

law. People who don't live on King St but drive on it every day know the city's proposal is not a safe one. Thank you.

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293. Name: Ayne Furman on 2014-03-12 01:22:03  
Address: 517 1/2 South Royal St, Alexandria VA  
Comments:

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294. Name: Mark Lacy on 2014-03-12 01:40:30  
Address: 508 Ivy Circle  
Comments:

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295. Name: Emily Porterfield on 2014-03-12 01:57:21  
Address: 16 west bellefonte  
Comments:

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296. Name: Rene Browne on 2014-03-12 02:00:16  
Address: 104 W. Cedar St. Alexandria, VA 22301  
Comments:

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297. Name: Bernardo Piereck on 2014-03-12 02:00:24  
Address: Del Ray  
Comments:

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298. Name: Helju Nommik on 2014-03-12 02:03:53  
Address: 1115 Cameron St. Unit 210 Alexandria VA 22314  
Comments:

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299. Name: Jen Lukawski on 2014-03-12 02:14:55  
Address: 503 Ivy Circle  
Comments: We live right off King Street near Janney's Lane. As someone who drives up and down this stretch of road on a daily basis, the proposal to add bike lanes is dangerous. The street is way too narrow and heavily traveled by cars and trucks to add increased bike traffic to the mix. The city is also considering a proposal to develop the land next to Woodbine which, if approved, will further worsen the traffic on this stretch of King. If aggressive driving on King Street is an issue, then police officers should enforce the law and ticket violators. Adding bike lanes makes no sense. Also, while I support the right of people to travel by bike, many flagrantly ignore stop signs and red lights around town. My family strongly opposes this proposal because of the negative impact on our neighborhood.

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300. Name: April O'Reilly on 2014-03-12 03:18:32  
Address: 6209 Elati Ct Alexandria VA  
Comments:

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301. Name: Priestley Toulmin on 2014-03-12 03:24:42

Address: 418 Summers Drive, ZIP 22301

Comments: Although I live several blocks from the affected stretch of King Street, I drive along it regularly. The street is narrow enough now for the heavy load of vehicular traffic it carries as a major route into and out of the downtown area. Adding bike lanes would clearly create more hazardous conditions, greatly inconvenience residents of adjacent properties, and would be totally out of proportion for the tiny number of cyclists who use this route.

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302. Name: Brooksie Koopman on 2014-03-12 03:32:38  
Address: 116 West Maple Street Alex. 22301  
Comments:

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303. Name: tracey moorhead on 2014-03-12 05:22:56  
Address: 213 virginia avenue  
Comments: it seems the city really wants traffic calming on king street. there are other options. the bike lane proposal is unsafe and not widely supported.

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304. Name: Rebecca Rust on 2014-03-12 09:40:01  
Address: 506 Crown View Drive  
Comments:

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305. Name: Jennifer Roda on 2014-03-12 10:29:42  
Address: 3416 Old Dominion Blvd  
Comments:

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306. Name: Melanie Rowland on 2014-03-12 10:56:37  
Address: 929 Oronoco st  
Comments:

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307. Name: Patricia Higgins on 2014-03-12 11:31:56  
Address: 411 W Masonic View Avenue, 22301  
Comments:

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308. Name: Douglas Craig on 2014-03-12 11:37:05  
Address: 407 Cloverway Dr  
Comments: Masonic trail upgrade and sharrows on King St work for me.

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309. Name: Brian Murphy on 2014-03-12 12:33:31  
Address: 509 Canterbury Lane  
Comments: It is not fair to take away the parking places for the homes on King Street

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310. Name: Diana Greve on 2014-03-12 12:45:46  
Address: 1020 West Taylor Run Pkwy. Alexandria 22302  
Comments:

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311. Name: Dara and Derrick Surratt on 2014-03-12 13:12:56  
Address: 3011 Dartmouth Road, Alexandria, VA  
Comments: There is not enough room for a bike lane on King Street. It's unsafe. There will be accidents, it's just a matter of when.
- 
312. Name: Laura Albright on 2014-03-12 13:18:44  
Address: 22301  
Comments:
- 
313. Name: Merle Castle on 2014-03-12 13:24:13  
Address: 19 West Taylor Run Parkway Alexandria, VA  
Comments: Bike lanes are too dangerous
- 
314. Name: Sabrina Dively on 2014-03-12 13:31:13  
Address: 305 Cloverway Dr., Alex, VA 22314  
Comments:
- 
315. Name: Janice Turkevich on 2014-03-12 13:34:08  
Address: 501 Ivy Circle Alexandria VA 22302  
Comments: There is not enough room for two opposing traffic lanes and bike lanes especially with all the large commercial and buses using King St
- 
316. Name: Anita Barondes on 2014-03-12 13:37:56  
Address: 803 Janneys Lane  
Comments: 803 Janneys Lane
- 
317. Name: Paula Coupe on 2014-03-12 13:44:43  
Address: 306 Skyhill Rd Alex va 22314  
Comments:
- 
318. Name: Leon Turkevich on 2014-03-12 13:48:50  
Address: 501 Ivy Circle, Alexandria VA 22302  
Comments: As an active cyclist (riding over 1000 miles each year), Education and Awareness (signage and pavement markings) is the correct way to handle the issue: bike lines are the worst alternative.
- 
319. Name: Dorothy Kellogg on 2014-03-12 13:52:59  
Address: 2608 Fordham Road  
Comments: Mixing bikes and cars is an inherently dangerous combination. Accidents happen and, in an accident between a cyclist and car, the cyclist will loose. We spend so much to make our lives and communities safer; this is not one.
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320. Name: Karen Bell on 2014-03-12 13:56:37  
Address: 201 Vassar Pl  
Comments:

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321. Name: Martha manson on 2014-03-12 14:29:19  
Address: 312 Cloverway Drive  
Comments: I am surprised that a so obviously dangerous proposal could ever hAve been considered in the first place.

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322. Name: Kate Bernhart on 2014-03-12 14:32:46  
Address: 401 Crown View Drive, Alexandria VA 22314  
Comments:

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323. Name: Steve Sternberg on 2014-03-12 14:33:44  
Address: 1104 Vassar Rd.  
Comments: Alexandria, Va. 22314

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324. Name: Dianna Campagna on 2014-03-12 14:45:38  
Address: 719 South Saint Asaph St., Alexandria, VA  
Comments:

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325. Name: Deborah Ann Conlan on 2014-03-12 14:46:11  
Address: 306 Princeton Blvd  
Comments: Please do not allow bike lanes on King Street. The Alexandria Transportation and Parking Board is right. Concept 2 presents major dangers, delays and inconvenience for the 15,000 vehicles that travel this section of the road every day. There are other solutions through Masonic Temple grounds.

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326. Name: Peter madigan on 2014-03-12 14:48:22  
Address: 903 Vicar Lane Alexandria, VA 22302  
Comments: As a 21 year resident of Alexandria I believe that King Street is not a good choice for more bike lanes. I am am a cyclist and I choose the braddock road route instead

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327. Name: Julie Dwyer on 2014-03-12 14:52:27  
Address: 911 Crestwood Drive  
Comments:

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328. Name: anna braun on 2014-03-12 15:04:12  
Address: 304 princeton blvd  
Comments:

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329. Name: erik braun on 2014-03-12 15:05:32  
Address: 304 princeton blvd  
Comments:

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330. Name: Caitlin Schroder on 2014-03-12 15:18:39

Address: 1127 Bayliss Dr., Alexandria, VA 22302

Comments:

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331. Name: Joyce Frank on 2014-03-12 15:36:47  
Address: 3354 Martha Custis Drive, Alexandria VA 22032  
Comments: Please do not allow the bike lanes. . there is enough congestion now on King Street.

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332. Name: Scott Currier on 2014-03-12 15:40:53  
Address: 212 Park Rd.  
Comments: As a 1.5 year resident of Park Rd I strongly agree with the Alexandria Transportation and Parking Board's decision.

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333. Name: Laura Veprek on 2014-03-12 16:28:58  
Address: 303 Princeton Blvd, Alexandria, VA 22314  
Comments: I strongly support the King Street Coalition for Safety's position against the installation of separate bike lanes on King Street.

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334. Name: Laurie Michel on 2014-03-12 16:42:33  
Address: 10 West Rosemont Avenue (22301)  
Comments:

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335. Name: Vaughn Jordan on 2014-03-12 17:14:27  
Address: 1604 Oakcrest Drive, Alexandria, VA  
Comments:

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336. Name: Tamara Y. Washington on 2014-03-12 17:14:51  
Address: 1405 S Fern Street, #180, Arlington, VA 22202  
Comments:

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337. Name: Leslie Zupan on 2014-03-12 17:16:55  
Address: 1309 Queen St  
Comments: I regularly park on King Street and walk through the neighborhood with my dogs. Not only is parking actually used on King Street, but I rarely see bicyclists. The hill is too steep.taking it away is nonsense.

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338. Name: Leslie Zupan on 2014-03-12 17:16:55  
Address: 1309 Queen St  
Comments: I regularly park on King Street and walk through the neighborhood with my dogs. Not only is parking actually used on King Street, but I rarely see bicyclists. The hill is too steep.taking it away is nonsense.

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339. Name: Brian Meehan on 2014-03-12 17:34:40  
Address: 801 West View Terrace, Alexandria, VA  
Comments:

- 
340. Name: Ginny Hines Parry on 2014-03-12 18:58:45  
Address: 317 Skyhill Road  
Comments:
- 
341. Name: David A. Norcross on 2014-03-12 19:12:28  
Address: 10 West Rosemont Ave. (22301)  
Comments:
- 
342. Name: Tom Walczykowski on 2014-03-12 20:39:14  
Address: 405 Cloverway Dr., Alexandria, VA 22314  
Comments: City staff has insisted that their Concept 2 plan will make bicycle travel on King Street more safe. In reality the City's plan decreases safety for everyone.
- 
343. Name: Bobbie thomas on 2014-03-12 20:40:26  
Address: 405 Cambridge road  
Comments: Too dangerous. Side streets are better for bikers.
- 
344. Name: Virginia Randolph on 2014-03-12 21:05:58  
Address: 510 Robinson Court, Alexandria VA 22302  
Comments:
- 
345. Name: Alyssa Roberts on 2014-03-12 21:16:07  
Address: NY, NY  
Comments: King Street does not need a bike lane.
- 
346. Name: Mr. Finkle on 2014-03-12 21:18:10  
Address: Nappville, VA  
Comments: Please no blinking bike lane on King Street!
- 
347. Name: S. S. on 2014-03-12 21:50:21  
Address: Moncure Drive, Alexandria, VA 22314  
Comments: Bike lanes do not belong on King Street. I travel this route regularly, so my concern is for safety, not loss of parking (which doesn't affect me). While I most often walk or drive to Old Town or the metro, I don't want to be forced to ride my bike on that stretch of street, the street is not wide enough for a bicyclist to feel safe.
- 
348. Name: Howard L (Larry) Wiener on 2014-03-12 22:49:55  
Address: 602 West View Terrace  
Comments:
- 
349. Name: Terrie Schweitzer on 2014-03-12 23:36:53  
Address: 701 chalfonte dr 22305  
Comments:

- 
350. Name: Lynn D Harvey on 2014-03-12 23:40:20  
Address: 203 West Rosemont Avenue  
Comments: Have the safety issues involved with cars turning onto and off of Cedar and West Rosemont, across the proposed bike lane, been seriously considered?
- 
351. Name: Eric T. Smith on 2014-03-13 02:05:38  
Address: 301 Park Rd, Alexandria VA 22301  
Comments: The intersection of King and Callahan is frustrating enough as it is. With cyclists alternately behaving as road traffic or as pedestrian traffic when it suits them the intersection will only be worse. Making the King St lanes narrower to accomodate the bike lanes makes even less sense.
- 
352. Name: Anne Baynes on 2014-03-13 02:45:20  
Address: 101 skyhill rd #102  
Comments:
- 
353. Name: Sam Beaver on 2014-03-13 02:53:21  
Address: 203 West Rosemont Avenue, Alexandria  
Comments:
- 
354. Name: Mary Harper on 2014-03-13 03:56:37  
Address: 4113 Fort Worth Pl Alexandria Va 22304  
Comments:
- 
355. Name: Amy Burwell on 2014-03-13 04:28:10  
Address: 2702 Cameron Mills Rd, Alexandria, VA. 22302  
Comments:
- 
356. Name: Chris Dantona on 2014-03-13 07:10:49  
Address: 3221 Coppermill Trace, Henrico VA 23294  
Comments:
- 
357. Name: Bonnie newton on 2014-03-13 11:44:09  
Address: 501 cathedral drive  
Comments:
- 
358. Name: Lara B on 2014-03-13 12:39:34  
Address: 1213 Colonial Ave Alexandria, VA  
Comments: While I love biking, the first priority in doing so would be for safety of both the bicyclists and drivers. If King St was much wider I would support this petition; however, given the reality of the situation, I don't think it's feasible or advisable to include dedicated bike lines on this particular St.
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359. Name: Jeffrey Lawrence on 2014-03-13 13:03:51  
Address: 400 North View Terrace Alexandria.  
Comments:
- 
360. Name: Everett Sedgwick on 2014-03-13 13:27:31  
Address: Alexandria VA 22304  
Comments: if this option is pushed through, it will create a hazardous situation that was preventable.
- 
361. Name: Barbara Walczykowski on 2014-03-13 13:39:09  
Address: 405 Cloverway Drive, Alexandria, VA 22314  
Comments: The city's plan for King Street is going to get someone killed.
- 
362. Name: Jean Voigt on 2014-03-13 13:48:39  
Address: 2709 Ridge Road Drive  
Comments:
- 
363. Name: John Harley on 2014-03-13 13:56:43  
Address: 2722 king st Alexandria, VA 22302  
Comments:
- 
364. Name: Lauren Hamel on 2014-03-13 14:08:37  
Address: 2425 King Street, Alexandria, VA 22301  
Comments:
- 
365. Name: Robert Aquilino on 2014-03-13 14:25:09  
Address: 2710 King Street  
Comments: Bike lanes are not needed. Let bicyclists obey vehicle rules as is done on other streets. King Street is narrow as is for cars. Alos parked cars do provide buffer from sidewalk. Our city does not need to spend money unnecessarily.
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366. Name: Judy Miller on 2014-03-13 14:41:44  
Address: 507 N. View Terrace, Alex Va 22301  
Comments:
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367. Name: Ted Kalo on 2014-03-13 15:04:45  
Address: 514 Janneys Lane  
Comments: Whatever benefits there are from bike lanes are offset by the reality that our roads were not designed to safely accommodate them. I saw a school bus have to swerve onto oncoming traffic on Janneys just this morning because of inadequate width.
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368. Name: Ruffin Cordell on 2014-03-13 15:16:20  
Address: 512 Janney's Ln  
Comments:
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369. Name: Nancy Gilbert on 2014-03-13 15:43:56  
Address: 1118 Janneys Lane  
Comments:
- 
370. Name: Kelly Livezey on 2014-03-13 15:53:16  
Address: 200 Cambridge Rd, 22314  
Comments:
- 
371. Name: George Foote on 2014-03-13 16:43:18  
Address: 910 Vicar Lane, Alexandria 22302  
Comments:
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372. Name: George Foote on 2014-03-13 16:43:18  
Address: 910 Vicar Lane, Alexandria 22302  
Comments:
- 
373. Name: Dino Drudi on 2014-03-13 18:00:07  
Address: 315 N West Street  
Comments: The King Street hill poses unusual issues which might, taken as a whole, constitute an exception to the "text book prescriptions" T&ES seems to favor. All the Traffic & Parking Bd wants is more time to see if some real compromise can be worked out, rather than a win-lose scenario. City council should just defer consideration for a few months to spare all concerned a marathon hearing and allow a compromise to be pursued.
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374. Name: Hugh Campbell on 2014-03-13 18:24:39  
Address: 614 Ft Williams Pkwy  
Comments: bad idea dangerous
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375. Name: Polly Burke on 2014-03-13 19:10:02  
Address: 109 Prince St, Alexandria 22314  
Comments:
- 
376. Name: HM Black on 2014-03-13 20:03:29  
Address: 1118 Janney's Lane  
Comments:
- 
377. Name: Stephen Malleck on 2014-03-13 21:33:56  
Address: 2509 King Street  
Comments:
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378. Name: James Daley on 2014-03-13 22:38:39  
Address: 2500 King street  
Comments:
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379. Name: Jeffrey Degler on 2014-03-13 22:39:53  
Address: 2515 King Street Alexandria, VA  
Comments:
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380. Name: Allison Taylor on 2014-03-13 23:13:33  
Address: 708 W. Braddock Rd, Alexandrai  
Comments:
- 
381. Name: Dan McLaughlin on 2014-03-13 23:56:10  
Address: 606 Johnston Place  
Comments: I'm always amazed that bad ideas are tough to kill, but good ones often die on the vine.
- 
382. Name: shayne rainey on 2014-03-14 01:40:29  
Address: 6121 leewood dr  
Comments:
- 
383. Name: Jacob Beaver on 2014-03-14 01:52:28  
Address: 203 W Rosemont Avenue, Alexandria VA 22301  
Comments:
- 
384. Name: Kelly Degler on 2014-03-14 02:00:38  
Address: 2515 King Street Alexandria, VA  
Comments:
- 
385. Name: Lisa Dougherty on 2014-03-14 03:13:50  
Address: 202 West Walnut Street  
Comments: As a Rosemont neighbor that carools frequently with residents of King Street between Cedar and Highland Place, I find the proposal for the removal of parking spaces/addition of bike lanes on King Street incredibly frustrating. Clearly those that wrote the proposal have not considered the serious safety issues it will generate. Imagine at 5:00pm, a car having to back out of a driveway onto King Street's westbound traffic AND bicycle traffic. Parking spaces in front of these homes is a necessity. In addition, they provide a natural buffer to what would surely result in faster moving traffic.
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386. Name: Matthew Renkey on 2014-03-14 04:57:27  
Address: 17 E Taylor Run Pkwy  
Comments:
- 
387. Name: robert arnold on 2014-03-14 06:15:28  
Address: 2718 king street  
Comments:
- 
388. Name: David Beaver on 2014-03-14 09:35:50  
Address: 203 W Rosemont Ave, Alexandria 22301

Comments:

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389. Name: Tahirih Fusscas on 2014-03-14 13:02:50  
Address: 2278 Cartbridge Rd. Falls Church, VA 22043  
Comments: My mother lives on King St. and has for about 50 years. She knows all too well about the congestion and safety issues. Please reject the bike lanes proposal.

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390. Name: John Good on 2014-03-14 14:39:23  
Address: 3417 Alabama Ave Alexandria  
Comments:

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391. Name: Stephen Ross on 2014-03-14 14:59:39  
Address: 415 south Washington st Alexandria va 22314  
Comments: Please reconsider proposed bike lanes along king st corridor.

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392. Name: David Olinger on 2014-03-14 15:17:24  
Address: 100 Prince Street, Alexandria, VA 22314  
Comments: Not a good idea to encourage bicyclists on that particular stretch of King Street. Too narrow, too hilly.

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393. Name: Gloria Black on 2014-03-14 15:45:08  
Address: 1118 Janney's Lane  
Comments:

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394. Name: Jean Lee on 2014-03-14 16:59:44  
Address: 3 East Maple Street  
Comments: PLEASE do not put bike lanes on this very narrow stretch of King Street.

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395. Name: Razia Taj on 2014-03-14 19:25:40  
Address: 801 North Pitt Street  
Comments: King St. in this area is far too narrow for bike lanes, and this plan is an accident waiting to happen. I hope Alexandria will seek other options for alternative transportation.

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396. Name: Anne whittle on 2014-03-14 19:46:32  
Address: 800 S Pitt st alexandria va 22314  
Comments:

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397. Name: Marguerite Lang on 2014-03-14 23:09:58  
Address: 14 West Rosemont Avenue  
Comments:

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398. Name: N.Kobilarcik on 2014-03-14 23:34:07  
Address: 315 sky hill rd

Comments:

- 
399. Name: Brooke Curran on 2014-03-15 00:00:37  
Address: 2413 King St., Alexandria  
Comments:
- 
400. Name: Lisa Kemler on 2014-03-15 00:24:51  
Address: 310 N. View Terrace  
Comments:
- 
401. Name: Clare Curran on 2014-03-15 00:25:29  
Address: 2413 King Street  
Comments:
- 
402. Name: Katherine Curran on 2014-03-15 00:36:36  
Address: 2413 King St  
Comments: It's far too dangerous. Someone will be killed. Don't wait until after an incident to realize this is a terrible idea.
- 
403. Name: Conrad Lehmkuhler on 2014-03-15 00:46:18  
Address: 2407 King Street  
Comments:
- 
404. Name: William Corcoran on 2014-03-15 02:03:04  
Address: 342 Commerce  
Comments: That section of King St. is too narrow and the grade too much to safely install bike lanes.
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**Testimony to the Alexandria City Council**

**King Street Bicycle Lanes**

**By Stewart Schwartz, Executive Director**

March 15, 2015

Thank you. My name is Stewart Schwartz, and I am the Executive Director of the Coalition for Smarter Growth. We are a 17-year-old non-profit and the leading voice for smart growth in the DC region, with expertise in transportation, land use and affordable housing. As a professional, and as a full-time resident of Alexandria for over 20 years and part-time for a few more, I have participated extensively in Alexandria planning including Potomac Yard, the Wilson Bridge, Beauregard, Braddock Metro, and more. I am very familiar with the stretch of King Street in question.

The bike lane plan for King Street makes sense and I urge you to support it. Transportation Director Richard Baier made a thorough and professional case in his December 20, 2013 letter to King Street residents, and we strongly support his position -- which provides for bike lanes, and retention of ten parking spaces in the stretch where bicycles can safely travel in the flow of traffic.

The region and Alexandria have committed to a more sustainable way to grow. It is reflected in "Region Forward" and the "Regional Transportation Priorities Plan," in our comprehensive plans, our Eco-City plan, Complete Streets policy, bike plan, new transit corridors, and each area plan you have approved. Elected officials, the conservation community, and many business leaders have committed to transit-oriented, walkable and bikeable communities as the most feasible and effective means for managing our growth and traffic.

These bike lanes are part of this sustainable vision and support the balanced management of publicly owned road space by 1) ensuring safety for all users; 2) providing a range of mobility options at a time when Old Town, Alexandria is facing increasingly heavy traffic volumes; and 3) improving access to transit.

**1) Safety:** Based upon the literature and the city's analysis, well-marked bike lanes and narrower vehicle travel lanes will provide the following safety benefits:

- a) Cyclists climbing King Street will no longer swerve into the car lane.
- b) Cyclists will no longer feel they must ride on the sidewalk, putting pedestrians at risk.
- c) Vehicles will be more aware of and expect the presence of cyclists, and will be less likely to over-swerve to the left toward oncoming traffic.
- d) The narrower travel lanes and variable speed message sign will help slow traffic to within the posted

25 mph speed limit improving safety for all users -- drivers, cyclists, pedestrians and adjacent residents.

e) The wide bike lane on the north side will provide a buffer and the visibility needed by residents pulling out of their driveways.

**2) Mobility Options:** Alexandria faces significant traffic problems that threaten its economic success. Trying to fit more cars through a limited number of chokepoints, like King Street, to Old Town and the Metro stations is simply not possible. Therefore, we need to support a range options including transit; market-priced parking; and improved pedestrian and bicycle access.

Bicycle commuting is growing every year and bicycling provides one of the best options for improving mobility within the city, using minimal road and parking space. An extensive, connected network of bike lanes is critical to supporting this mobility solution and will fuel a continuing increase in bicycle use for commuting and other daily trips.

**3) Access to Transit:** King Street Metro lacks parking, therefore the best way to increase transit use and reduce car commute trips through the city, is to provide safer bicycle and pedestrian connections. Trying to add Metro parking would not only be extremely costly, it would add to traffic on King Street. Moreover, Metro has determined that providing much improved bicycle and pedestrian access to its stations is far more cost effective than structured parking which can cost tens of thousands of dollars per space.

In summary, this project is critical to providing safety, mobility options, and access to transit for all. It will improve safety for all users including adjacent residents, retain the right amount of parking, increase transit use, and provide a means to move more people into Old Town and through the city without adding congestion.

Thank you.

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