

Jackie Henderson

From: jquigley@spa.com
Sent: Tuesday, March 11, 2014 7:27 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47391: Mayor, Vice Mayor City Council I wanted to provide my input regarding t

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47391.

Request Details:

- Name: John Quigley
- Approximate Address: No Address Specified
- Phone Number: No Phone
- Email: jquigley@spa.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: I wanted to provide my input regarding the proposed plan for a bike lane near the Masonic Temple on King St (to Janney's Lane). I am not in support of this plan as I believe it will make the already terrible traffic conditions even worse. The road does not support allowing bikers in addition to the already overburdened traffic situation. I drive that regularly and with the intersection at the train station, the traffic is horrendous. Adding a bike lane makes absolutely no sense unless there are other actions to improve the capacity to handle the motorized traffic. I am adamantly opposed to this proposed measure. I very much support actions to improve bike safety and make Alexandria more bike friendly, but not at this location.
- Expected Response Date: Tuesday, March 18

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

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Jackie Henderson

From: jrcolehound@yahoo.com
Sent: Monday, March 10, 2014 9:40 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47377: Mayor, Vice Mayor City Council Dear Mayor and City Council,This Sat

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47377.

Request Details:

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

This Saturday the fate of the King St Bike lanes will be yours to decide. As I understand it, there are two outcomes for your decision - to delay/deny or to approve.

I hope you approve Concept 2 as it is the only choice that helps resolve many immediate safety problems of King St. These are: 1. Car speeding, 2. Pedestrian safety/Lack of pedestrian buffers, 3. Missing crosswalks for King, 4. Bicycle/pedestrian and bicycle car conflicts. Concept 2 brings much need safety to this road for all users.

Delaying will do nothing.

In addition supporting Concept 2 will help promote and support your strategic goals of finding car free alternatives to transportation in Alexandria city.

As all residents of Taylor Run know but may not understand how to solve, our neighborhood already suffers from dysfunctional roads - Quaker, King, Duke, Janneys fail during rush hour, Duke even fails on Saturdays! As more dense development is installed in this region this problem will only get worse. So approving Concept 2 is just a small step to providing - in the long term - a network of safe, direct pedestrian and bicycle rights of way throughout this city.

Please approve Concept 2 so we can continue the great progress. Thank you for your leadership!

- Expected Response Date: Monday, March 17

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Jackie Henderson

From: dacava1@yahoo.com
Sent: Monday, March 10, 2014 7:40 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47371: Mayor, Vice Mayor City Council I hope you will vote to support, not del

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47371.

Request Details:

- Name: Dave Cavanaugh
- Approximate Address: No Address Specified
- Phone Number: 703-461-3310
- Email: dacava1@yahoo.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: I hope you will vote to support, not delay, the King Street Traffic Calming project with bike lanes. The current on-street parking creates a safety hazard for automobile and bus drivers, pedestrians, as well as bicyclist. It is heavily traveled, congested and disincentives residents from biking or walking. This is a major street serving a major Alexandria transportation hub and it would be a mistake to continue on-street parking.

This project will improve pedestrian safety, fill an important gap in our bicycle network, and provide a safer route for bicyclist going to the Metro station and the commercial areas of Alexandria. Looking to the future this will be an asset having a positive impact on the value of residential property near the bike route, similar to experiences in other metropolitan area.

The bicycle groups have made concessions and it is unlikely other better alternatives will be found.

Delaying implementation of the King Street Traffic Calming project will undermine the Complete Streets concept adopted by the City. I hope you will vote again to approve and fund the project and if for some reason it does not work out, the City Council can take action later.

- Expected Response Date: Monday, March 17

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Jackie Henderson

From: adidio@yahoo.com
Sent: Monday, March 10, 2014 5:38 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47360: Mayor, Vice Mayor City Council I am writing to urge you to approve Conc

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47360.

Request Details:

- Name: Arthur Di Dio
- Approximate Address: No Address Specified
- Phone Number: 7037864485
- Email: adiidio@yahoo.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: I am writing to urge you to approve Concept 2 for King Street. Bike lanes will make King Street significantly safer for bicyclists, pedestrians and motorists alike. They will also reduce traffic and parking congestion around the King Street Metro and in Old Town. Finally, they will help to make Alexandria a greener city.

This is an easy one!

Thank you,

Arthur Di Dio
101 Ross Alley
Alex, VA 22314

- Expected Response Date: Monday, March 17

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Jackie Henderson

From: jbyowell@gmail.com
Sent: Monday, March 10, 2014 5:18 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47358: Mayor, Vice Mayor City Council I live in the North Ridge area where we

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47358.

Request Details:

- Name: Jennings Yowell
- Approximate Address: No Address Specified
- Phone Number: 703-549-7433
- Email: jbyowell@gmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: I live in the North Ridge area where we have several streets that are wide enough to accommodate bike lanes without eliminating street parking for cars. However, King Street is an entirely different story. It's highly unfair to take away long established street parking spaces just to appease a few dozen (vocal and well organized) bicyclists.
- Expected Response Date: Monday, March 17

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Jackie Henderson

From: boydwalker2012@gmail.com
Sent: Monday, March 10, 2014 2:11 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47330: Mayor, Vice Mayor City Council This is my letter to the Parking and Tra

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47330.

Request Details:

- Name: Boyd Walker
- Approximate Address: No Address Specified
- Phone Number: 703-732-7269
- Email: boydwalker2012@gmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: This is my letter to the Parking and Traffic Board. I may submit an additional letter before the Council Meeting.
- Attachment: <http://request.alexandriava.gov/GeoReport/UploadedFile.ashx/docx/1594fec5-c09a-4cc5-8e42-f1912ef9a03e>
- Expected Response Date: Monday, March 17

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Dec. 24, 2014

Robert Garbacz,

Parking and Traffic Board

RE: Why I support Bike Lanes

Yesterday was a beautiful spring day so my girlfriend and I headed for a walk up to the Masonic Temple from our house on King St. There were several bicyclists, some on sidewalks, and some braving the street, mainly depending if they were on the east bound or west bound lane where there is room at the shoulder to pedal uphill without being in the car lane. Kids riding their bikes were on the eastbound Masonic Temple side of the road, which has the buffer of trees between the street and the sidewalk. The sidewalks are not wide enough for a bicycle and pedestrian, so pedestrians must stand aside if a bike passes.

My daughter goes to TC Williams, and so at least once a day I drive up this part of King St. and there are often bicycles in traffic, or on the sidewalk, and then popping into traffic. It has been suggested that there are other routes bicyclists could take, but to get to Metro from the GW Park neighborhood or the intersection of King and Janneys, riding down King St. is the only route. And why should bicycles have to take a longer route to their destination than a car? It is natural, especially when one is using their own power to go the shortest route between destinations. One of the purposes of these lanes is to enable more people to use bicycles to get to the Metro station, keeping more cars off the road, helping everyone in Alexandria, not to mention the 13,000 cars that use this section of King St. every day.

We face many problems in the United States: childhood obesity, lack of exercise, pollution, etc. There may not be the critical mass of riders today, 12 bikes an hour vs. 13,000 cars. In fact the ratio is overwhelming, but if we want to slow pollution, slow the increase in traffic on this already narrow road and provide a safe route for a new generation of bike riders, like the children I saw who would not ride in a road without a bike lane, we need to improve the public space. These lanes would also be a natural route for TC Williams students to ride to school. I was moved to hear a TC Williams Teacher say at the last Parking and Traffic Board hearing that he rides his bike from Takoma Park to TC Williams. I was an advocate for the trail that now connects the Braddock Metro Station with the back of GW, because I saw too many kids walking the shortest route across the sometimes muddy field to school, and too many commuters cut across the field to get to the public transportation. We need to support safe routes to schools, and safe route Metro.

Alexandria is famous for its history and for preservation of our Nation's History, but this should not mean that we can't change. Alexandria must adapt to modern multi-modal transportation, with more people using bicycles and walking. In fact, statistics show that less younger people are even buying cars, preferring to use bicycles, public transportation and car shares. I remember hearing many in the Rosemont neighborhood complaining of cut-through traffic, and the city responded by putting speed bumps. But surely 13,000 cars a day include many people "cutting through" the neighborhood, on their way between home and work, school and running errands, or maybe headed to drop a loved one at the Metro. Sometimes this traffic is backed up from the corner of King and Russell all the way to Janneys. Cars will still sometimes speed from the four lanes of King St. west of Janneys down the hill just to have to stop in the line of traffic. The pedestrian improvements and bike lanes will be a caution to drivers that this is a residential area, where we have provided a buffer for bikes and pedestrians, and maybe while they are sitting in their cars watching the traffic they will see a bike whiz by, and think maybe next time they will try that.

Lastly, the time is now. The city has already compromised in leaving 10 parking spaces at the top of the hill, which is more than the average use of the present spaces. Even though bikes will than have to ride in traffic, it is on a level section with good visibility and not on the hill where bikes presumable will be moving much slower. There is also flexibility with the bike lanes for emergency repairs, or other times when parking in front of a house is necessary. Also, the street and sidewalk are public spaces, and we need to improve our public spaces. This is a well researched solution that has looked at best practices in other areas. I hope the Traffic and Parking board's role is not to protect parking, and that you will not be swayed by a political firestorm and a well organized opposition that will use all sorts of arguments and rhetoric that has little to do with the real concern, loss of parking. I also hope you remember that this is a package of biking and pedestrian improvements that will make this area safer and friendlier to biking and walking. It may be one section of road, but it is a small improvement that will make life safer for the residents of the neighborhood, and a safer route for pedestrians and bicyclists.

Boyd Walker

1307 King St.

Alexandria VA 22314

Jackie Henderson

From: jjkingconsulting@gmail.com
Sent: Monday, March 10, 2014 9:50 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47248: Mayor, Vice Mayor City Council Mayor Euille, Vice Mayor Silberberg and

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47248.

Request Details:

- Name: Jerry King
 - Approximate Address: No Address Specified
 - Phone Number: 703-362-7673
 - Email: jjkingconsulting@gmail.com
 - Service Type: Mayor, Vice Mayor City Council
 - Request Description: Mayor Euille, Vice Mayor Silberberg and City Council Members, A decision to move forward with the King Street Traffic Calming /Bike Lanes project is widely supported across Alexandria. Our residents recognize that we are a growing and densely-populated City. As a result, they understand that decisions like this are required to ensure that we become a more walkable and bikeable city, particularly near transit hubs like the King Street Metro /VRE area. I am writing to ask for an opportunity to deliver the following petition to you on Thursday:
"To the Alexandria City Council: I support the King Street Traffic Calming project with bike lanes. This project will improve pedestrian safety, fill an important gap in our bicycle network, and improve access to transit. Pedestrians and cyclists deserve safe and direct routes between residences and destinations and between the east and west ends of Alexandria. Build it now."
Supporters of the project have collected more than 450 signatures, primarily from Alexandria residents, but also including a few others who work or shop here; and the number of signatures is still growing. Appreciate it if you would let me know if there is an opportunity for Jim Durham and me to deliver the petition to the Mayor or other Council representative on Thursday afternoon.
- Jerry King, Vice Chair, Alexandria Bicycle and Pedestrian Advisory Committee
- Expected Response Date: Monday, March 17

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Jackie Henderson

From: ahamre@gmail.com
Sent: Monday, March 10, 2014 1:51 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47231: Mayor, Vice Mayor City Council Greetings Mayor, Vice Mayor, and City Co

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47231.

Request Details:

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

My name is Andrea Hamre, I live on Wesmond Drive 22305 and work and go to school on Prince Street 22314. I am here today to encourage you to vote to implement the Concept 2 compromise plan for King Street traffic calming.

This plan aligns with the academic literature, is formulated based on the professional expertise of City Staff, and has the broad support of our community.

I am a PhD Candidate at Virginia Tech specializing in Transportation Planning, and will briefly reinforce that the academic literature indicates separate facilities are associated with increased levels of walking and biking, increased levels of walking and biking are associated with greater safety, and new research, cited in my written statement to you, indicates complete street designs and separate facilities have broad support among user groups because they contribute to more predictable travel environments.

I understand that this vote is going to take some courage. But it is a vote you will be able to be proud of. A small group of very vocal opponents want to keep every single car parking space on this stretch of King Street. But another much larger segment of our community is asking for your help. We understand the science of global warming, we understand the science of obesity, we understand the high cost of free parking and the imminent insolvency of the Highway Trust Fund, and we want to be a part of the solution. But we need your help to walk and bike more. There's also a group walking and biking in our community because it's the most affordable way to get around. Biking costs, generously, about \$300 a year, 30 times less than the \$9000 a year it takes to own and operate a car. Two weeks ago, Secretary of Transportation Anthony Foxx reminded us that a third of all U.S. bike trips are made by people making less than \$30,000 a year, and described biking in relation to "ladders of opportunity." He said "it's an issue of making sure that when someone's only or best option to get to work is a bike, that they have the option to ride it. When the President talks about ladders of opportunity, that's what he's talking about. Because sometimes that ladder might be a bike path to a new job, or a new school."

We are all stewards of the democratic project, and we're participating in that democratic trademark – compromise. The City Staff have offered a compromise plan to retain a generous share of car parking, and provide bike lanes to improve pedestrian and bicyclist safety for much of the segment.

There are moments when we have a chance to really make a difference, to help us take a step forward as a community. This is one of those moments. As stewards of our democracy at the most local of levels, I urge you to have the courage to vote to implement the Concept 2 compromise plan. You will make us proud.

Thank you.

Sincerely,
Andrea Hamre

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

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

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

Pucher, J., & Buehler, R. (2008). Cycling for Everyone: Lessons from Europe. *Transportation Research Record*, 2074, 58-65.

Pucher, J., & Buehler, R. (2008). Making Cycling Irresistible: Lessons from the Netherlands, Denmark and Germany. *Transport Reviews*, 28(4), 495-528.

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

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

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

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

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

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

- Expected Response Date: Monday, March 17

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Jackie Henderson

From: bric5@hotmail.com
Sent: Sunday, March 09, 2014 4:47 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47204: Mayor, Vice Mayor City Council See attached letter. Thanks

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47204.

Request Details:

- Name: Monica Starnes
- Approximate Address: No Address Specified
- Phone Number: 7035191919
- Email: bric5@hotmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: See attached letter. Thanks
- Attachment: <http://request.alexandriava.gov/GeoReport/UploadedFile.ashx/pdf/c77e9202-41a1-4362-a2b4-b23c058c0dd0>
- Expected Response Date: Monday, March 17

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March 9, 2014

Dear Mayor and members of City Council:

My name is Monica Starnes and I'm a member of the city's Environmental Policy Commission and Transportation Commission. Today, however, I reach out to you as a resident of the City of Alexandria to request your endorsement of the proposed traffic-calming plan for King Street.

Professionally, I'm a trained Civil Engineer with background in transportation. I work for the Transportation Research Board of the National Academies where I lead technical activities on transportation policy, management and leadership. As both a transportation professional and a resident of our city, I am in support of the traffic-calming plan for King Street as proposed by Richard Baier. The plan demonstrates rigorous engineering analysis, adherence to transportation and traffic best-practices, attention to safety principles, and a fair compromise to all users of the public right-of-way. City staff has done an outstanding professional job. Thus, in fact, whether T&ES staff (i.e., transportation professionals) and the engineering/planning studies can be trusted is not the subject of the question facing you.

The dilemma facing our city through this debate is one of VALUES. This dilemma could be stated as the following:

- Do we want a community that is discriminatory? Or,
- One that treats ALL transportation users (even the vulnerable and disadvantaged) with the same respect and safe access to the public realm?

I call your attention to two key items in this second question: "*ALL transportation users (even the vulnerable and disadvantaged)*" and "*same respect*"; they address the importance of environmental justice issues (i.e., effects and implications of transportation policies and actions on minority and low-income populations) and transportation equity objectives.

It's important to note that in transportation, equity objectives address not only disadvantaged groups such as racial and ethnic minorities, low income, or people with disabilities, but also functional biases that traditionally have favored advantaged groups (i.e., motor vehicles) over disadvantaged groups (i.e., pedestrians, cyclists and public transit travelers). Transportation professionals classify bicyclists and pedestrians as "vulnerable road users" since they have less physical protection and are therefore more likely to be injured in a crash with a motor vehicle. This alone justifies special protection from a transportation policy perspective.

The implementation of both pedestrian improvements and the addition of bike lanes through the network are needed to ensure that everybody in our city (including

those that don't drive a motor vehicle either by choice, poverty, age, lack of driver's license, etc.) is provided with safe and convenient means for mobility, and not just those that can and/or choose to drive a car. As I mentioned above, the plan proposed by City staff addresses much-needed accessibility and special safety protection for vulnerable and disadvantaged road users.

There are other arguments, such as economic, environmental, and public health, that overwhelmingly support the implementation of the city's Complete Streets Policy (including in this section of King Street). One that must not be forgotten is that of treating all right-of-way users in our streets with the same respect and access to the best transportation facilities that our city is capable of offering and to do so without delay. Let's not disregard the vulnerable and disadvantaged road users.

Kind regards,

Monica A. Starnes, Ph.D.

Jackie Henderson

From: Jennifer Hovis <jhovis@live.com>
Sent: Sunday, March 09, 2014 3:01 PM
To: William Euille; Allison Silberberg; delpepper@aol.com; Paul Smedberg; Justin Wilson; Timothy Lovain; John Chapman
Cc: Rich Baier; Hillary Poole; Jackie Henderson
Subject: Public comment for 3/15 hearing (King St. Traffic Calming)
Attachments: Council comment HOVIS030914.pdf

Mayor Euille and Members of City Council,

I respectfully submit these written comments in support of the compromise proposal for King Street traffic calming. Please consider them along with other comments received at the public hearing on March 15, as I am unfortunately unable to attend in person.

Sincerely,
Jennifer Hovis

Jen Hovis

Chair, Alexandria Earth Day Committee
<http://alexearthday.org/>

** Save the Date! Saturday, April 26, 2014 **

Jennifer Hovis
1705 Potomac Greens Drive
Alexandria, VA 22314

March 9, 2014

Mayor William D. Euille
City of Alexandria
301 King Street, Room 2300
Alexandria, VA 22314

Re: King Street Traffic Calming

Dear Mayor Euille and Members of City Council,

By way of introduction, and I am a resident of the City of Alexandria, former Member and Chair of the Environmental Policy Commission (EPC), and founding member of an enthusiastic new women's cycling group, the Alexandria Spokeswomen. I will be out of the country and unable to attend the March 15 public hearing, therefore I respectfully submit these written comments in support of the proposal to remove parking on King Street in order to install bike lanes.

I served the community as a member of the EPC from 2007 until 2012, during which the Commission and City staff developed the groundbreaking *Eco-City Charter* (2008), *Environmental Action Plan 2030* (2009) and *Energy and Climate Change Action Plan* (2011). I am extremely proud of the hard work that led to City Council's enthusiastic and unanimous approval of these plans. The City of Alexandria has received regional, national and even international recognition for its commitment to sustainability and continues to be seen as a progressive leader on such issues. The Eco-City initiative clearly lays out a vision of our city that prioritizes "walking, biking, and public transit in order to discourage single-occupancy vehicles."

The King Street traffic calming project exemplifies the stated principles and goals of the Eco-City plans, which City Council and numerous departments have methodically implemented project-by-project for more than five years. Each project presents its own challenges and benefits, but at the heart of each decision is the City's commitment to carry out Eco-City sustainability principles in order to balance and integrate environmental, economic, health and social issues to maximize the quality of life for the community as a whole. In the case of the King Street traffic calming project, the specific challenges and benefits have been evaluated extensively by City staff, independent experts and certainly the public – you do not need me to detail them here. *The proposal offered by City staff presents a reasonable compromise on a complex issue.* It is important to remember that the parking spaces on King Street are not private property; rather they are in the public right of way and the City has discretion to determine the best use of the roadway that serves the greater good. In this instance, the greater good is that which gets more people out of their cars and encourages safe passage of pedestrians and cyclists along upper King Street.

Individuals on all sides of this complex issue seem to agree that safety is the paramount concern, though there is little agreement on exactly how safety should be addressed. In my personal experience as both a driver and a cyclist – and as countless studies show – changes to the roadway that narrow the driving lane and clearly warn drivers about the potential presence of cyclists have a profoundly positive effect on driver behavior. Clearly delineated bike lanes offer cyclists an important

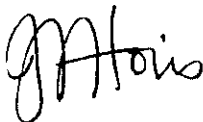
level of physical protection that encourages more cyclists to use a particular route, which in turn causes further traffic calming.

The groups that find themselves on opposing sides of this proposed project have held extensive discussions with one another and have been unsuccessful at identifying any common ground or additional compromise solutions. I urge you to uphold the Director of Transportation and Environmental Services' December 2013 decision on this matter rather than suggest any further delay in this process. Such delay will not result in the identification of any new options, and will only increase costs and further frustrate the community on the whole as the process unfolds. The proposal offered by City staff is a reasonable compromise that restores some of the parking spaces initially intended to be removed, while providing cyclists and pedestrians with important protection from speeding traffic.

Change is rarely easy, particularly the type of cultural and physical change envisioned by the Eco-City sustainability principles. However, it is imperative that we uphold the commitments that are documented in these approved plans in order to achieve the long term vision of sustainable growth in our community.

Thank you for your objective consideration of these comments and all those received by the community during this extensive public process. Most of all, thank you for your continued service to our community and to the Eco-City Alexandria initiative.

Sincerely,



Jennifer Hovis

cc: Rich Baier, T&ES
Hillary Poole, T&ES
Jackie Henderson, Clerk

Jackie Henderson

From: sarah.r.moulton@gmail.com
Sent: Sunday, March 09, 2014 11:46 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47189: Mayor, Vice Mayor City Council Dear Mayor Euille and Vice Mayor Silberb

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47189.

Request Details:

- Name: Sarah Moulton
- Approximate Address: No Address Specified
- Phone Number: No Phone
- Email: sarah.r.moulton@gmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Dear Mayor Euille and Vice Mayor Silberberg,

I am writing to express my support for redesigning King Street as a safer transportation route for our city. King Street is public infrastructure for all residents and visitors to use. I regularly drive, walk and bike up and down the hill, and have done so for 34 years as a life-long resident. No matter the transportation choice, everyone should have a safe route up and down the hill. After much debate, a compromise solution has been developed to make this a reality.

As our town's main street, King Street should exemplify complete street principles and provide safe transportation options for all. A plan is on the table that provides this and also accommodates on-street parking for those who may need to park there. Everyone wins. Please allow our city's professional transportation planners and engineers to move forward with implementing this solution to create a safer street for all! Thank you very much for your time and consideration.

Regards,
Sarah Moulton

- Expected Response Date: Monday, March 17

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

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

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

Jackie Henderson

From: clay.moulton@gmail.com
Sent: Sunday, March 09, 2014 11:41 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47188: Mayor, Vice Mayor City Council As an Alexandria resident, I want to voi

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47188.

Request Details:

- Name: Clay Moulton
- Approximate Address: No Address Specified
- Phone Number: 703-4021732
- Email: clay.moulton@gmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: As an Alexandria resident, I want to voice my STRONG support for the planned pedestrian and bicycle improvements on King Street between Russell Road and Janneys Lane. I urge you to give appropriate consideration to the City's safety analysis and vote to go forward with the improvements without further delay!

Thank you for supporting safe and complete streets!

Sincerely,

Clay Moulton

- Expected Response Date: Monday, March 17

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

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

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

Jackie Henderson

From: estherggg@gmail.com
Sent: Saturday, March 08, 2014 8:48 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47182: Mayor, Vice Mayor City Council Ladies and Gentlemen of City Council

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47182.

Request Details:

- Name: Esther Goldberg
- Approximate Address: No Address Specified
- Phone Number: 7032034163
- Email: estherggg@gmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Ladies and Gentlemen of City Council

Re: Bike Lanes on King Street--A Word on Behalf of the Uninvited

City Council has in recent days kindly invited a number of bike lane opponents to meet with them. Please let me address a very few words on behalf of those whom no one thinks to invite: the young people who will lose their lives or sustain serious injury if Mr. Baier's plan is implemented. For Alexandria is a young city and King Street has a large high school west of Old Town that serves the entire city.

And King Street is very busy with cars, vans, buses and trucks of all sorts: fire trucks, semis, commercial delivery trucks, tractor-trailers, fire and ambulance trucks. These vehicles have to navigate 2 very narrow travel lanes, through a residential area with large families: parents, grandparents, children. Already the mix isn't ideal.

So what happens when you invite cyclists to join in the mix?

Amelie Le Moullac was a 24 year old San Franciscan who'd just graduated Phi Beta Kappa from USC. On Aug. 14/13 she was on her way to work when she collided with a commercial food delivery truck. She was in the bike lane next to the cab and didn't see its right-turn blinker. He hadn't pulled into the bike lane to turn, but how does a large truck make a turn from a bike lane without encroaching onto the sidewalk? Amelie slid under its wheels. Her family wondered if she ever saw it coming.

At 8.30 am on Dec. 6/12 a 23-year old man was in the bike lane at a busy intersection near Boston University. A tractor trailer on its regular delivery route attempted to make a right turn. The young man was killed instantly. "It's a dangerous intersection because of the hill," said one cyclist.

At 3.45 pm on July 2/02 36-year old Tufts doctoral student Dana Laird was headed home in a bike lane on Mass Ave in Cambridge when she was involved in a dooring accident. She fell under the rear wheels of a passing transit bus and was killed instantly.

I could go on and on. The litany of young lives lost seems endless.

John Allen, an expert consultant, wrote the following after the Laird incident: To the degree that the bike lanes delude cyclists into a false sense of security, lead to avoidable crashes, so damage the appeal of bicycling, and turn attention and funding away from more practical, safer and more effective measures, I regard the City of Cambridge as holding considerable moral responsibility for Ms. Laird's death, and for loss of appeal of bicycling.

Any mishap involving a cyclist on King Street can see a young person sliding under the wheels of a heavy vehicle.

In that situation, no helmet will protect them.

Sometimes the best a city can do is nothing. Some cyclists, maybe 12 a day by my count, use and will continue to cycle on King Street. You can't prevent them. But you can refrain from inviting more, by creating a false sense of security. Few young people are risk-averse. They think they are invincible. It is for you to protect them from themselves.

King Street was designated bike route in 2006. But as VA Sen. R. Creigh Deeds said last week after state police persuaded him to change his mind about an impractical bike measure, "You always have to reserve the right to be smarter than you were the day before."

I urge you not to take any action that will invite young cyclists to use King Street, or create in them a false sense that it is safe for them to do so.

Respectfully,
Esther Goldberg

- Expected Response Date: Monday, March 17

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

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

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Jackie Henderson

From: grcota@hotmail.com
Sent: Friday, March 07, 2014 3:32 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47142: Mayor, Vice Mayor City Council As a member of the Traffic and Parking B

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47142.

Request Details:

- Name: Greg Cota
- Approximate Address: No Address Specified
- Phone Number: 703-217-5923
- Email: grcota@hotmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: As a member of the Traffic and Parking Board, I participated in both of the board's public meetings about the installation of bike lanes on King Street. Knowing you are about to deal with this issue soon, I wanted to share with you my rationale for voting in favor of the project.

There is only about 40 feet of public right-of-way (including sidewalks) through this stretch of King Street where cars, bikes, and pedestrians all now travel, and it is the city's responsibility to decide how best to utilize and allocate this public space. Nearly everyone agrees that the current configuration of comingled modes is unsafe – mostly due to speeding cars and narrow sidewalks. Since it's nearly impossible to widen the right-of-way here, the best way to deal with these conflicts is to separate the different modes by having the cars travel in slightly narrower lanes, having the bikes travel in dedicated lanes, and keeping the pedestrians on the sidewalk.

In November, I was part of the 6-0 board vote to move forward with the pedestrian improvements but defer a final recommendation on the bike lanes until city staff spent more time working on alternatives and compromises with the biking community and the neighbors. I was disappointed in the director's decision to move forward with the project without more discussion and without a board recommendation – and we've had public and private discussions about my frustration with the board being sidelined. But at the beginning of our February meeting on the appeal I asked the assistant city attorney whether we were judging the merits of the proposal or the technicalities of the process – and he responded that we were to judge the merits of the project. So in the end, I judged the project to be a worthy use of the public right-of-way (both an improvement over the current conditions and a progressive approach to transportation operations), and I was one of the two votes in favor of the project.

Happy to discuss this further if you're interested.

Thank you – and good luck, Greg Cota

- Expected Response Date: Friday, March 14

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

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

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

Jackie Henderson

From: Frank Buckley <fbuckley@gmu.edu>
Sent: Friday, March 07, 2014 8:48 AM
To: Jackie Henderson
Subject: Letter to Council
Attachments: Buckley Letter to Council.pdf

Could you please forward the appended letter to city council.

Many thanks,

Frank Buckley

--

F.H. Buckley
Foundation Professor
George Mason School of Law
3301 Fairfax Ave.
Arlington VA 22201
Senior Editor, The American Spectator
Arlington VA 22201
web: <http://fhbuckley.com>
web: <http://buckleysmix.com>

F.H. Buckley
2419 King Street
Alexandria VA 22301
fbuckley@gmu.edu

March 6, 2014

Alexandria City Council

Dear Sirs/Madam:

Under city ordinance 5-8-162, Director Rick Baier (the “Director”) appeals from a decision of the city’s Traffic and Parking Board (“TPB”), which rejected as unsafe his proposed plan (the “Plan”) for bike lanes on King Street. For the reasons outlined below, to be posted on Alexandria.civic.liability.org, you should reject his appeal.

After two hearings, and more than 10 hours of testimony, the TPB rejected the Plan as unsafe and as a liability threat to the city. Considered alone, the Plan is indeed unsafe. Since safe and attractive alternatives are readily available, moreover, the Plan is more than unsafe, and might plausibly be thought to display a conscious disregard for the lives of others that amounts to the kind of gross negligence for which punitive damages may be awarded in Virginia. *Booth v. Robertson*, 236 Va. 269 (Sup. Ct. 1988); *Owens-Corning Fiberglas Corp. v. Watson*, 243 Va. 128 (Sup. Ct., 1992).

The Plan Fails to Follow Best Engineering Practices

The Director asserts that the Plan complies with standards set by the American Association of State Highway and Transportation Officials (“AASHTO”). It does not. While the Director falsely states that the affected parts of King Street are 30 feet wide, they are only 29 feet wide for much of the route. The Plan proposes bike lanes of 5 feet going uphill and 4 feet going downhill, leaving a roadway for traffic of 20 feet or 10 feet for each car lane. This violates AASHTO standards, as these contemplate lane widths of 11-12 feet for arterial lanes such as King Street. See http://safety.fhwa.dot.gov/geometric/pubs/mitigationstrategies/chapter3/3_lanewidth.htm.

The City has designated King Street (along with Duke Street) as one of its two truck lanes. It now bars trucks from West Taylor Run. A car lane of only 10 feet is an accident waiting to happen. City dump trucks and moving vans are 9.5 feet wide. City buses that support the Aging Services Program are 9'10" and school buses are 10'.

The city also designates King Street as an arterial street. Down the street there is an old folks home and down Janneys is the city's major hospital. EMS fire trucks and ambulances pass by almost daily. In the real world of emergency response (as opposed to that portrayed in the Director's PowerPoint slides), fire trucks and police vehicles take the center of the street, to provide leeway for any surprises, and everyone else is expected to get out of the way. As the Dash driver said at the TPB meeting, they simply pull quickly to the right. That is when they would knock the bike rider out of the dedicated bike lane. The fireman, the policeman, the truck driver, the bus driver, the bicycle rider, the pedestrian, the baby in the carriage and the dog will all be unsafe. You never know how a dynamic situation will unfold into an accident. It could be simple or it could be a chain reaction resulting in mayhem across the road and the sidewalk.

In addition, the Plan's proposal to add parking spaces on Park Road will prevent the city's fire trucks from ascending that street if cars are parked there.

The Director ignores those parts of the AASHTO guidelines that simply get in his way. He argues that dedicated bike lanes always have a traffic calming effect, as though they would also work on I-95. However, the AASHTO guidelines state that bike lanes do not calm traffic for the kinds of speeding seen on King Street, where cars zip by at 35 mph and more. In addition, the guidelines state that "on busier roads, narrow lanes are less comfortable for bicyclists." Further, one aspect of traffic calming is reduced car traffic, and that's one thing we won't see on King Street.

While failure to adhere to AASHTO standards may not in itself attract liability, whether the city has conformed to those standards is a relevant factor in determining the ultimate issue of whether the roadway is unreasonably dangerous. *Dill v. DOT*, 545 So.2d 994 (La. 1989).

In addition, AASHTO standards are radically incomplete and must be supplemented by other safety standards, notably the federal government's Bicycle Road Safety Audit Guideline and Prompt List ("Road Safety List"). AASHTO fails to make special provision for streets that are narrow, steep and heavily travelled major highways such as King Street. Turing to the federal Road Safety List, however, one finds that the 2200-2400 block of King Street is the worst place for a dedicated bike lane. It notes that

“the steep downgrades and lack of superelevation may contribute to loss of control issues for even the most experienced bicyclists.” See http://safety.fhwa.dot.gov/ped_bike/tools_solve/fhwasa12018/#chap2.4.

Further, the likelihood of a bicyclist having an accident increases with the number of intersections he must cross. There are many driveways on the affected parts of King Street, and each of these is like a little intersection, where homeowners pull (or back) out without a clear view of passing bicyclists. A German study reports that where bike “paths exist, 41% of crashes on links happen at driveways.” See <http://www.cyclecraft.co.uk/digest/research.html>. That is why a dedicated bike lane on King Street is especially unsafe.

The unreliability of AASHTO standards as to bicyclists has even been noted by the biking community. See <http://usa.streetsblog.org/2013/02/28/u-s-dot-to-challenge-aashto-supremacy-on-bikeped-safety-standards/>.

Courts have often said that they have not delegated legal standards to engineers. *Paget v. State*, 2013 UT App 161 (UT Ct. App. 2013); *Peavler v. Board of Comm'rs*, 528 N.E.2d 40 (Ind. Sup. Ct. 1988). This is especially the case where the person defending the plan is best thought as a social engineer more than a true engineer. And this is certainly the case of Mr. Baier, who publicly announced in the Mayor’s November 2013 podcast that his goal is to get people out of cars and into bicycles. One can well imagine what a plaintiff’s lawyer would make of him.

The Director has stated that he secured the approval of the city’s fire chief. That, however, was nothing more than a phone call premised on incomplete and false information.

The present regime has not given rise to city liability, in part because so very few bicyclists (16 all day by our count) pedal up this very steep hill. If, however, the city grants the Director’s appeal it will have put its imprimatur on it, and by asking bicyclists to use the route will assume liability for creating an attractive nuisance.

The Threat of Liability is Heightened by the Rejection of Superior Alternate Routes

The Plan represents a conscious decision by the Director to reject safe and attractive alternate routes for bicyclists. One such route is available through the grounds of the Masonic Temple, and as seen in the appended letter the Temple has graciously agreed to allow cyclists to use that route and to adapt its barriers to welcome them. It is

almost never travelled by cars, is a comparable distance to the King Street route, and is a scenic and serene switchback that takes cyclists to the top of Shooter's Hill.

The appended letter makes clear, for all to see in the future, that the City's failure to exploit this opportunity, to find some excuse to reject it, would constitute bad faith.

For both the Plan's King Street route and the Masonic Temple route there's a hill to climb, and (as the federal government's Road Safety List notes) hills are dangerous for bicyclists. They must swerve in and out to create their own switchback. They might lose control going downhill. This is especially dangerous in a heavily travelled road. The absence of any traffic on the Masonic Temple route therefore weighs determinatively in its favor. Cars cannot use the route to exit the property at the top, and the only cars to be seen on the route are the very occasional ones visiting the Temple, and these drive very slowly. As well, there are no dangerous intersections or driveways on the Masonic Temple route.

The Masonic Temple route is 0.2 miles longer than the Plan's route. At an average touring speed for a bicyclist of 12 mph, this would add exactly one minute to the ride. Very likely less, in fact, since the cyclist would not be fighting traffic

The steepness (or grade) is comparable for the two routes. For the Masonic Temple route, the grade from the base of the hill to the gate for cars near the back of the property is 5.1 percent. This is less than the 5.3 percent grade from West Cedar and King to the intersection of Walnut and King. That makes the Masonic Temple route the preferred route, even apart from the fact that in climbing King Street cyclists must weave in and out, dangerously near traffic.

In addition to the Masonic Temple route, there are other routes now used by King Street residents who cycle. They avoid King and use Walnut and North View instead, walking their bikes up a half block of a steep stretch on Walnut.

The highly organized bicycle lobby group is almost entirely composed of cyclists from other parts of the city. Virtually none of them would use the King Street route. But for the innocent tourist, the invitation to pedal on King Street is an invitation to accidents that will result in civil liability.

Alexandria Residents Are Safer with "Eyes on the Street"

Neighborhoods are made safer by "eyes on the street," with residents who observe what happens on their streets. On-street parking serves this goal. Given the unsolved murders in our area, this is a concern which we expect city council to take very seriously.

On-Street Parking Has Been Found to Reduce Bicycle Injuries

European cities that introduced bike lanes are now having second thoughts. After 105 new cycle paths were introduced in Denmark, cyclist casualties increased 48%. See <http://www.cyclecraft.co.uk/digest/research.html>. In Copenhagen, a further study reported on a 5-7 percent increase in biking on bike lanes of the kind proposed by the Plan, but a 15 percent increase in injuries.

<http://www.vehicularcyclist.com/copenhagen1.pdf>. In particular, the study found a much higher rate of injury to bicyclists when on-street parking was removed. The author concluded that this was because drivers would turn onto side streets to park, and that this introduced the risk of collision with bicyclists. Where dedicated bicycle tracks were introduced and on-street parking removed (as the Plan proposes to do), bicycle injuries increased by 52 percent.

The Proposed Plan Would Lower Housing Prices on King Street

According to a study by Zillow, the online real estate service, home-buyers are willing to pay a premium for homes with on-street parking. See Sanete Tanaka, *Park Here, Pay More: With more people moving downtown, listings that mention parking are priced at a premium compared with those that don't tout room for the ride*, Wall Street J., Jan. 9, 2014, at <http://online.wsj.com/news/articles/SB10001424052702303370904579297110700319996>. In addition, a sophisticated econometric study came to the same conclusion. Kevin J. Krizek, *Two Approaches to Valuing Some of Bicycle Facilities' Presumed Benefits*, 72 J. Am. Planning Ass'n 309 (2006).

This is only to be expected. On-street parking serves to create a neighborhood. It makes it easier to invite friends to drop over or repairmen to attend to a household emergency. For the aged, on-street parking means that residents are not asked to cross a dangerous street or to walk several blocks to a car.

In sum, the City would demonstrate a callous disregard for safety were it to grant the Director's appeal, and doing so would likely result in civil liability for the city. This was what the TPB concluded, and their decision must stand.

Yours very truly,

A handwritten signature in black ink, appearing to read "F.H. Buckley". The signature is written in a cursive style with a large, stylized initial "F" and "B".

F.H. Buckley

Encl. Letter from Masonic Temple



The George Washington Masonic National Memorial Association

"To inspire humanity through education to emulate and promote the virtues, character and vision of George Washington, the Man, the Mason and Father of our Country."

February 24, 2014

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

Dear Members of the Traffic and Parking Board:

This correspondence concerns the proposed creation of bicycle lanes on King Street near the Memorial grounds. Several months ago, perhaps more than a year ago, the Memorial Association agreed to provide access through the Memorial grounds as part of the City of Alexandria Bike Trails. To provide access to the bicyclists we installed an open pedestrian gate at the west end of our parking lot. To date very few bicyclists use the access.

In support of the Taylor Run Citizen's Association, the Memorial Association is willing to provide a bicycle access at the northwest vehicle entrance to the Memorial grounds. This gate was secured as a security measure following the 911 tragedy and will remain closed to motorized vehicle traffic. Presently there is a pedestrian gate adjacent to the vehicle gate. If the City decides to route the bicycles through the Memorial grounds instead of the extremely dangerous route on King Street we be willing to immediately provide easier access through the Memorial grounds by reconfiguring the northwest vehicle entrance.

The George Washington Masonic National Memorial Association is committed to being a good neighbor to not only the immediate neighborhoods, such as the Taylor Run Citizen's Association, but also the City of Alexandria as a whole.

Please feel free to contact me directly with any questions or concerns you may have. With kindest regards, I remain

Respectfully Yours,

George D. Seghers
Executive Director

101 Callahan Drive, Alexandria, Virginia 22301 - 2751 / 703-683-2007 / www.gwmemorial.org

Jackie Henderson

From: Ron Vassallo <ron_vassallo@verizon.net>
Sent: Thursday, March 06, 2014 1:32 PM
To: City Council
Subject: Bike Lanes on King Street

To the City Council Members,

Generally I'm in favor of bikes lanes throughout the city for a variety of reasons--including how well they worked in Toronto where I owned a business. Nevertheless, it's hard to imagine that any serious analysis went into the King Street decision. I travel on King Street each day to transport kids to Minnie Howard/TC Williams and there's not a doubt in my mind that King Street is just too narrow for safe passage by cyclists. Braddock, Duke, and Russell make more sense but the King Street decision smells of a cycling advocate run amok.

Ron Vassallo (Alexandria resident for 19 years)

Mobile: +1.703.395.5381

Jackie Henderson

From: kfedder1@juno.com
Sent: Wednesday, March 05, 2014 4:56 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47005: Mayor, Vice Mayor City Council I want to express my support for the pro

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47005.

Request Details:

- Name: Kirk Fedder
- Approximate Address: No Address Specified
- Phone Number: 703-585-7000
- Email: kfedder1@juno.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: I want to express my support for the proposed plan to address safety issues on King Street, from Russell Road to Janney's Lane. It is a reasonable compromise that considers the needs of adjacent homeowners, motorists, pedestrians, and bicycles. My support is based on the following observations:

Existing sidewalks have impediments to safe use by pedestrians and bicycles. With telephone poles and street signs on the sidewalks, and often poorly trimmed hedges and shrubs, the sidewalks do not provide enough space for pedestrians; especially those with walkers, wheel chairs, strollers, etc. These same impediments, along with cross streets and curb cuts, make cycling on the sidewalks undesirable and unsafe, particularly for concurrent use by pedestrians and bicycles.

The on street parking spaces on this part of King Street are few, and only a few of them are used with any regularity. The residents on the South-side of King Street and Old Town residents recognize, accept, and manage this parking limitation every day, both for themselves as well as for visitors, deliveries, and workmen. On street parking in front of ones home is not a right or entitlement, but rather a convenience.

Bicycles currently use King Street and can, and do, slow traffic, particularly west-bound, which sometimes causes impatient motorists to cross the line and pass in the oncoming lane.

Bicyclists will continue to use, King Street with, or without, dedicated bike lanes, but I strongly encourage the implementation bike lanes to provide much needed safety, and reduce multi-modal conflicts.

Sincerely,

Kirk

Kirk S. Fedder
113 West Maple Street
Alexandria, Va. 22301
kfedder1@juno.com
703-836-8852 (h) 703-549-0744 (w) 703-585-7000 (c)

- Expected Response Date: Wednesday, March 12

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

Jackie Henderson

From: kelmoore@gmail.com
Sent: Wednesday, March 05, 2014 11:01 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #46981: Mayor, Vice Mayor City Council As an Alexandria resident who drives, wa

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 46981.

Request Details:

- Name: Kel Moore
- Approximate Address: No Address Specified
- Phone Number: 240-308-0530
- Email: kelmoore@gmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: As an Alexandria resident who drives, walks, and cycles on King Street, I want to voice my strong support for the planned pedestrian and bicycle improvements on King Street between Russell Road and Janney's Lane. I urge you to give appropriate consideration to the City's safety analysis and vote to go forward with the improvements without further delay!

Thank you for supporting safe and complete streets!

- Expected Response Date: Wednesday, March 12

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

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

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Jackie Henderson

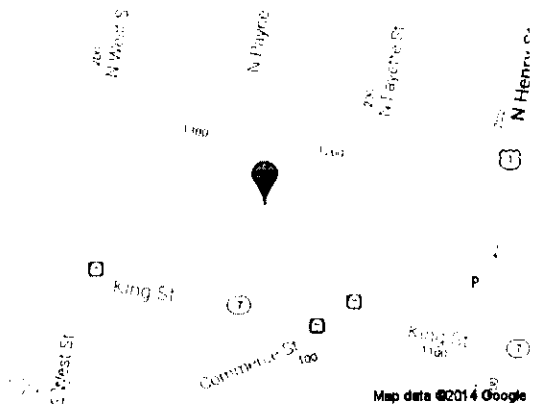
From: lbankerd@verizon.net
Sent: Wednesday, March 05, 2014 9:57 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #46975: Mayor, Vice Mayor City Council at 115 N PAYNE ST I would reccomend that bike lanes be add

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 46975.

Request Details:

- Name: Linda Bankerd
- Approximate Address: 115 N PAYNE ST (See [map below](#))
- Phone Number: 571 274 9514
- Email: lbankerd@verizon.net
- Service Type: Mayor, Vice Mayor City Council
- Request Description: I would reccomend that bike lanes be added to King Street. I ride there. I never see cars parked there.
- Expected Response Date: Wednesday, March 12



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

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

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

Jackie Henderson

From: dan.mehaffey@gmail.com
Sent: Wednesday, March 05, 2014 7:52 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #46957: Mayor, Vice Mayor City Council To Mayor and City Council: support

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 46957.

Request Details:

- Name: Daniel Mehaffey
- Approximate Address: No Address Specified
- Phone Number: 703.338.0846
- Email: dan.mehaffey@gmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: To Mayor and City Council:

I support the compromise traffic calming plan on King Street, otherwise known as "Concept 2." It is a professionally built plan that is peer reviewed by an outside company. It uses proven traffic calming measures to slow traffic and make every road user more predictable. After implementation, there will be 13 spaces for a peak of 6 cars. It has been a year in the making. City Staff has held numerous community outreach meetings, studies, and board hearings. It is endorsed by the Alexandria Transportation Commission, the Environmental Policy Commission, the Alexandria Bicycle and Pedestrian Advisory Committee, and the Park and Recreation Commission submitted letters of support for the plan. It has been signed off on by DASH and the Alexandria fire department.

On March 15, I urge you to vote to approve City Staff's plan. It's time.

If the first paragraph of endorsements, studies, expertise, and compromise doesn't convince you, perhaps I could share my experience on a road like King Street.

I rode my bike and drove my car on Shirlington Road in Arlington. It's the first piece of the Shirlington/Kenwood/Monroe connection between Shirlington/Nauck/Columbia Pike. It is the best contour, the least distance, and best lit route. It has skinny sidewalks with high fences or retaining walls to the side. No street is a perfect match for King Street, but Shirlington Road is a close approximation. In fact, because it is just off of 395, you could say it was worse.

Even when Shirlington Road was four lanes of racetrack, bikers were on it. Bikers didn't detour to the steeper, less well lit, longer Walter Reed route even though it was safer (it had a climbing lane). Instead, they (we) either braved the car lanes or we went up on the sidewalk, to the chagrin of pedestrians or people who just wanted to get on the 10B in peace. I was apologetic, and they understood, but it wasn't a good situation for either of us non-motorized groups. It wasn't even good for the "motorized" users. When I drove it, I was even more terrified: fellow drivers looked at the wide open tarmac and took off. I think you are likely to hear this same sentiment on March 15.

In October of 2012, Arlington put Shirlington Road on a diet. They installed a bike lane in both directions, narrowing the space for cars. Bikers got off the sidewalk or travel lane because they had their own space. Drivers had less space to put the hammer down, so they calmed down. To be clear, the bike lane didn't make life perfect, but it became safer for its primary purpose: moving people through the space. The lanes helped deliver all users safely out of the Shirlington Transit Center to the neighborhood street of Kenwood (for pedestrians and bicyclists) or the race track of Glebe (for motorists) as surely as King Street bike lanes deliver users to Janney's or upper King Street (depending on their mode).

- Attachment: <http://request.alexandriava.gov/GeoReport/UploadedFile.ashx/pdf/0a97ba59-86ee-42d8-ac9a-e38541f99247>
- Expected Response Date: Wednesday, March 12

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

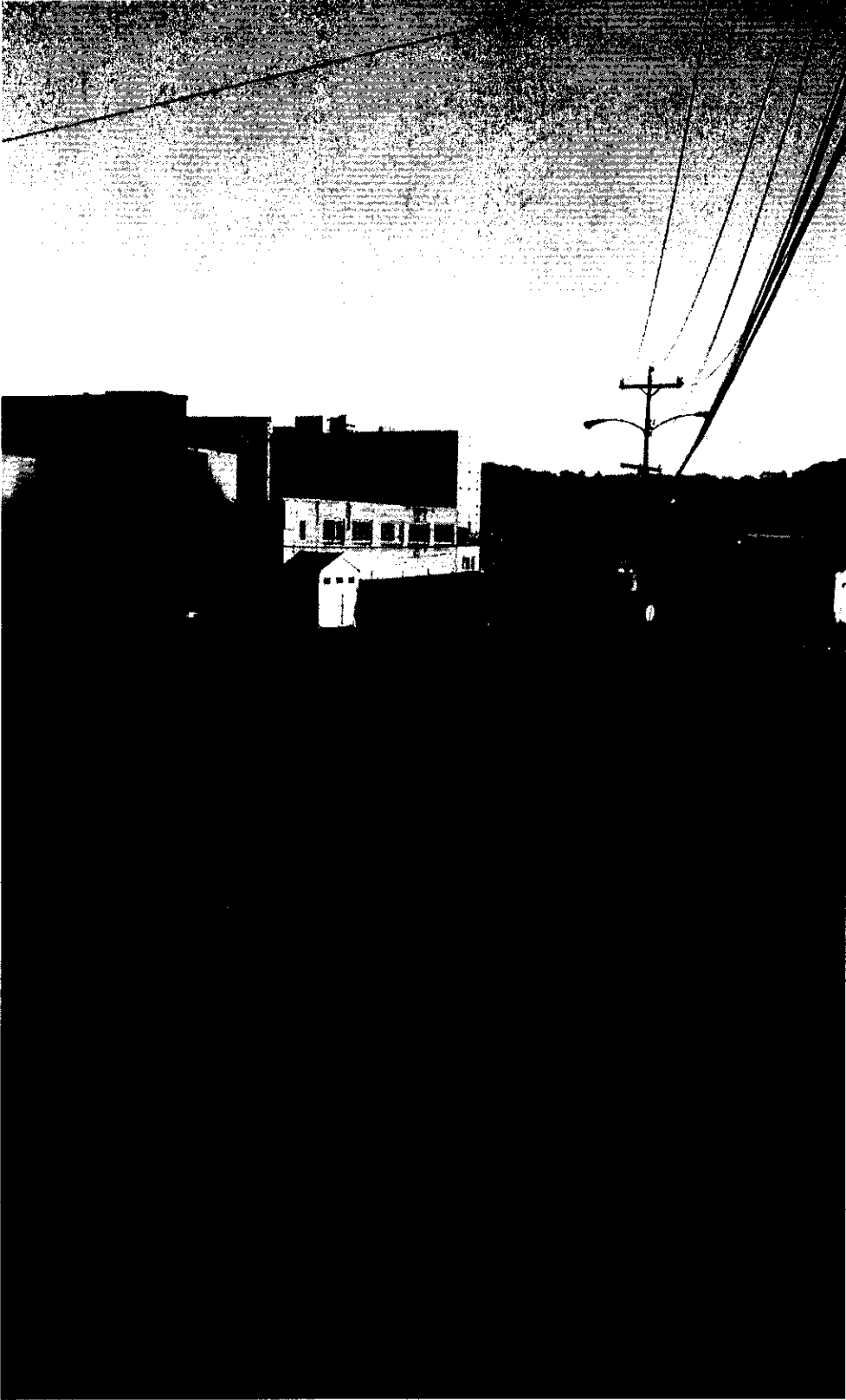
If you need assistance with handling this request, please contact CommunityRelations@alexandriava.gov or call 703.746.HELP.

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Shirlington Road Before



Shirlington Road After



Jackie Henderson

From: jessica.huffman@yahoo.com
Sent: Wednesday, March 05, 2014 7:20 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #46956: Mayor, Vice Mayor City Council As an Alexandria resident, I want to voi

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 46956.

Request Details:

- Name: Jessica Huffman
- Approximate Address: No Address Specified
- Phone Number: 7036230282
- Email: jessica.huffman@yahoo.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: As an Alexandria resident, I want to voice my STRONG support for the planned pedestrian and bicycle improvements on King Street between Russell Road and Janneys Lane. I urge you to give appropriate consideration to the City's safety analysis and vote to go forward with the improvements without further delay!

I live in the Seminary Hills area and regularly travel into old town Alexandria to dine and shop. Making King St safe for biking would greatly improve my likelihood of visiting businesses, restaurants, and shops in Old Town. I currently avoid the area during periods of high traffic and congestion or when I fear finding parking. If I could safely navigate by bike, I would go to Old Town much more often.

Thank you for supporting safe and complete streets!

Sincerely,

Jessica Huffman

- Expected Response Date: Wednesday, March 12

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

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Jackie Henderson

From: cdelninno@worldbank.org
Sent: Tuesday, March 04, 2014 9:11 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #46951: Mayor, Vice Mayor City Council The proposed improvement to facilitate bi

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 46951.

Request Details:

- Name: Carlo del Ninno
- Approximate Address: No Address Specified
- Phone Number: 703975417
- Email: cdelninno@worldbank.org
- Service Type: Mayor, Vice Mayor City Council
- Request Description: The proposed improvement to facilitate bike access on King streed is crucial for the development of the transportation system in Alexandria.
More bikes on the road and safer lanes will decrease congestion, pollution and improve the quality of life of all.
- Expected Response Date: Tuesday, March 11

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

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

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Jackie Henderson

From: annehaynes@comcast.net
Sent: Tuesday, March 04, 2014 5:15 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #46944: Mayor, Vice Mayor City Council Please support the bike lane on upper Ki

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 46944.

Request Details:

- Name: Anne Gray Haynes
- Approximate Address: No Address Specified
- Phone Number: 703-836-4771
- Email: annehaynes@comcast.net
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Please support the bike lane on upper King street. The road is wide enough for it and with adequate signage the traffic will slow down. Consider asking those who object to this bike lane if any ride bikes on a regular basis or even own a bike! It make more sense for this region to get people out of their cars to put less pressure on the degradation of the climate. That's why we have a successful Bike Share program here in Alexandria and why we see more people every day riding bikes! Let's promote bike riding by allowing the King Street Bike lane!
- Expected Response Date: Tuesday, March 11

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

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

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Jackie Henderson

From: mmaginniss@earthlink.net
Sent: Tuesday, March 04, 2014 4:41 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #46941: Mayor, Vice Mayor City Council As a long-time resident of Rosemont, I a

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 46941.

Request Details:

- Name: Mary Maginniss
- Approximate Address: No Address Specified
- Phone Number: 703-683-0813
- Email: mmaginniss@earthlink.net
- Service Type: Mayor, Vice Mayor City Council
- Request Description: As a long-time resident of Rosemont, I again want to confirm my support for safe roads for cyclists and cars, and safe sidewalks for pedestrians in the city. I drive my car and ride my bike on King Street, as well as walk and jog on the sidewalks in the area. Please vote yes on March 15 for the proposed compromise as recommended by the Alexandria Transportation Commission, the Environmental Policy Commission, the Alexandria Bicycle and Pedestrian Advisory Committee, and the Park and Recreation Commission. Many thanks, Mary Maginniss
- Expected Response Date: Tuesday, March 11

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

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Jackie Henderson

From: acarswell@vts.edu
Sent: Tuesday, March 04, 2014 4:38 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #46940: Mayor, Vice Mayor City Council As an Alexandria resident, runner, and c

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 46940.

Request Details:

- Name: Amber Carswell
- Approximate Address: No Address Specified
- Phone Number: 3162537211
- Email: acarswell@vts.edu
- Service Type: Mayor, Vice Mayor City Council
- Request Description: As an Alexandria resident, runner, and cyclist, I want to voice my STRONG support for the planned pedestrian and bicycle improvements on King Street between Russell Road and Janneys Lane. I urge you to give appropriate consideration to the City's safety analysis and vote to go forward with the improvements without further delay!

Thank you for supporting safe and complete streets!

- Expected Response Date: Tuesday, March 11

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

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Jackie Henderson

From: rozek.jessica@gmail.com
Sent: Tuesday, March 04, 2014 12:54 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #46911: Mayor, Vice Mayor City Council RE: King Street traffic calming project

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 46911.

Request Details:

- Name: Jessica Rozek
- Approximate Address: No Address Specified
- Phone Number: 7032203503
- Email: rozek.jessica@gmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: RE: King Street traffic calming project

I live and work in Alexandria and drive, bike, walk and take public transportation within city. I strongly support bicycle and pedestrian safety. Bicyclist who need to bike on King Street between Russell Road and Janneys Lane will bike with or without the bike lanes. Therefore, given that a plan has been previously approved to encourage safer biking on that section of King Street, it should be implemented. I have read all the arguments for and against this project and have found that the evidence against does not support halting this project.

In addition, I strongly support alternative transportation as a means to reduce traffic and pollution as well as promote health and well-being. Alexandria should be taking steps to improve access, incentives, and safety of alternative transportation modes as development and traffic in the area increases.

In terms of the loss of parking spaces, I live in an apartment and only have access to limited street parking. It's a sacrifice you make when living in a city. In addition to their driveways, there are ample areas for residents of king streets and their guests to park within a reasonable walking distance from their homes.

As a resident of Alexandria City, I am embarrassed that this plan has taken so long to be approved. If I have guests visiting from out of town, I will go out of my way to avoid that section of King Street because of the misinformed signs that residents have placed in their yard. Alexandria needs to progress with national trends to continue attract smart, community minded businesses and individuals to the city.

Thank you,
Jessica Rozek

- Expected Response Date: Tuesday, March 11

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

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Jackie Henderson

From: tdelninno@mdnarch.com
Sent: Tuesday, March 04, 2014 11:25 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #46908: Mayor, Vice Mayor City Council I am an Alexandria resident and bike dai

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 46908.

Request Details:

- Name: Theresa del Ninno
- Approximate Address: No Address Specified
- Phone Number: 703.548.0460
- Email: tdelninno@mdnarch.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: I am an Alexandria resident and bike daily to work in Old Town. Dedicated bike lanes are very important to me. I do not agree with allowing a handful of citizens derail the Eco city program.
- Expected Response Date: Tuesday, March 11

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

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Jackie Henderson

From: dalymandc@yahoo.com
Sent: Tuesday, March 04, 2014 11:17 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #46907: Mayor, Vice Mayor City Council WABA has asked that I send you a note ag

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 46907.

Request Details:

- Name: Mary Daly
- Approximate Address: No Address Specified
- Phone Number: 703-548-1121
- Email: dalymandc@yahoo.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: WABA has asked that I send you a note again. I think they forget that while I am an avid cyclist, I vehemently oppose the King St. plan. There is no way to carry cars, walkers and cyclists safely on that narrow street. The solution is simple: cross walks with lights to redirect cyclists into Rosemont. Those streets are closed to cars but not to bikes. It's cheap, safe and gives everyone something.
- Expected Response Date: Tuesday, March 11

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

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Jackie Henderson

From: CommunityRelations@alexandriava.gov
Sent: Tuesday, March 04, 2014 10:57 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #46901: Mayor, Vice Mayor City Council While I am a member of WABA, I disagree

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 46901.

Request Details:

- Name: *Call.Click.Connect.* Customer
- Approximate Address: No Address Specified
- Phone Number: No Phone
- Email: No Email
- Service Type: Mayor, Vice Mayor City Council
- Request Description: While I am a member of WABA, I disagree with their action on the King Street bike lanes. The City Council has made a mess of the situation. Bike lanes make no sense on that section of King Street - the council's handling of the bike situation was made worse when they said bikes could be on sidewalks - now pedestrians have to fight for room on walk ways - bikes belong in the street, and cars should yield, if room were there then we could add bike lanes otherwise they should be on the road as has always been the case. But, that is par for the course in Alexandria - you all rail road through this stupid stuff and don't listen to your constituents - hopefully we can sweep you all out and get people who represent us.
- Expected Response Date: Tuesday, March 11

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

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

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Jackie Henderson

From: bbohn@comcast.net
Sent: Tuesday, March 04, 2014 10:56 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #46900: Mayor, Vice Mayor City Council I believe that the bicycle lane on King

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 46900.

Request Details:

- Name: Rebecca Bohn
- Approximate Address: No Address Specified
- Phone Number: 7035776996
- Email: bbohn@comcast.net
- Service Type: Mayor, Vice Mayor City Council
- Request Description: I believe that the bicycle lane on King street is an appropriate response to the many different users of our city's streets. Bicyclists, pedestrians, and motor vehicle users should all be considered and honored. This is the kind of city I believe that we should strive for.
- Expected Response Date: Tuesday, March 11

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

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Jackie Henderson

From: jsperson@gmail.com
Sent: Tuesday, March 04, 2014 10:39 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #46899: Mayor, Vice Mayor City Council Greetings Alexandria City Council,I am

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 46899.

Request Details:

- Name: JASON PERSON
- Approximate Address: No Address Specified
- Phone Number: 703-867-3475
- Email: jsperson@gmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Greetings Alexandria City Council,
I am writing once again to express my support for the King Street bike lanes. I am a resident of Alexandria City and utilize the bicycle facilities throughout the area for about half of my transportation needs. Getting across the city on the south end is one of the more challenging routes. The King Street plan sounds like a good one. I know from personal experience that riding King Street is a challenge due to the current design. The plan to re-purpose some underutilized public space for a shared transportation resource would benefit a large number of folks including bicyclists, pedestrians, and indirectly drivers as well.

Thanks for reading.

Jason "Scott" Person
225 E. Monroe Ave

- Expected Response Date: Tuesday, March 11

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

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

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Jackie Henderson

From: wohler4@verizon.net
Sent: Tuesday, March 04, 2014 10:37 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #46898: Mayor, Vice Mayor City Council Dear Mayor Euille, Vice Mayor Silberberg

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 46898.

Request Details:

- Name: Margaret Wohler
- Approximate Address: No Address Specified
- Phone Number: 703 549 6342
- Email: wohler4@verizon.net
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Dear Mayor Euille, Vice Mayor Silberberg,
I support the creation of bike lanes on King Street. Infrastructure that supports cycling matches prevailing trends in transportation thinking: healthy, inexpensive, environmentally defensible.

Margaret Wohler

- Expected Response Date: Tuesday, March 11

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

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

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Jackie Henderson

From: ryan.staab1887@yahoo.com
Sent: Tuesday, February 25, 2014 9:14 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #46624: Mayor, Vice Mayor City Council The proposed bike lane project for the K

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 46624.

Request Details:

- Name: Ryan Staab
- Approximate Address: No Address Specified
- Phone Number: 7036280620
- Email: ryan.staab1887@yahoo.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: The proposed bike lane project for the King St. corridor represents another miss guided attempt by the City to improve transportation. This project is a waste of City funds, with a negligible return on safety for cyclists. As an avid cyclist I see no real benefit for the adding of the lanes, and I have never encountered a problem while riding on that stretch of King St.
- Expected Response Date: Tuesday, March 4

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

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Jackie Henderson

From: tocker@yahoo.com
Sent: Tuesday, February 25, 2014 7:04 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #46612: Mayor, Vice Mayor City Council Dear Mayor, Vice Mayor and City Council,

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 46612.

Request Details:

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

I live at 515 Janneys Lane. I urge you to vote NO on the King Street Bike Lane recommendation from TES. Request that you direct the TES work with the residents in order to provide an alternative bike lane route off of King St and East Janneys Lane. My request is based on the Janneys experience where residents have been living with the negative consequences of bike lanes since last summer. Our safety is compromised.

Because of this I am also appealing the decision to place bike lanes on Janneys Lane and request that the city council remove bike lanes on the East end of Janneys Lane (from East Taylor Run to King Street) in favor of a safer alternative route.

The dangers on Janneys Lane are clear: Cars have been struck several times since bike lanes were installed last summer and children and pedestrians are placed at greater risk of more serious accidents. Trucks and buses cross the centerline to avoid parked cars and traffic has stopped completely because buses cannot move safely between oncoming traffic and legally parked vehicles. The traffic lanes are simply too narrow for the large buses, including the school buses, trucks and emergency vehicles that must travel through a tricky curve and sharp downhill.

I urge you to find sensible solutions and not listen to a bicycle lobby that is not vested in the streets we live on and could care less about the health and safety of these residents. Just because they are vocal at these meetings does not mean there truly is a demand or constituency. My home office looks directly out on Janneys Lane and I have only seen a handful of recreational bikers over the months since the lanes were installed. Please balance the risks to the members of this community and bikers.

Please read my letter and urge you to take heed to the seriousness of the safety issues here and know that the better alternative I have recommended goes much further in achieving the community goals for biking opportunities. I attached my letter to the Traffic and Parking Board.

Thanks for your time and consideration on this important matter.

- Attachment: <http://request.alexandriava.gov/GeoReport/UploadedFile.ashx/docx/90867bf8-22de-4ef4-a48e-d0635b43bee2>
- Expected Response Date: Tuesday, March 4

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

February 23, 2014

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

Dear Members of the Traffic and Parking Board,

I live at 515 Janneys Lane and I oppose bike lanes on King Street. In addition, with this letter I am formally requesting that the Transportation Board and City Council overturn the decision to install dedicated bike lanes on the East End of Janneys Lane (from East Taylor Run to King Street) because of safety issues (cars being struck) after the bike lanes were installed. I offer an **alternative solution** that resolves safety issues on Janneys Lane, provides a compromise to the King Street issue while achieving city goals for safe biking to and from the Metro.

Parking spaces and traffic lanes on Janneys were both narrowed significantly to accommodate the bike lanes. As a result, passing buses and trucks have caused several sideswipe accidents in the past few months. Before the traffic and parking lanes were narrowed on Janneys Lane, I can recall only three similar incidences over the last 10 years. We are two car families with single lane driveways. Many of us have young children and must routinely use street parking to carry on with life.

The East end of Janneys Lane is a heavily traveled artery that collects commuter and Metro buses, construction vehicles, delivery trucks, **medical transports** (between Woodbine and the hospital), fire and rescue trucks and **school buses** and cars. The roadway between 511 to 603 Janneys Lane is particularly treacherous. The abrupt pitch around a curve causes large vehicles to drift suddenly to the inside. Previously both of the travel lanes and parking areas were wide enough to allow for the drift, but now each travel lane is well under the required width and the parking lanes barely fit the tires of my SUV. The combined effect creates conflict between buses and parked cars when all lanes are full regardless of what speed the trucks are traveling unless the driver moves over. I have witnessed numerous near misses, where trucks and buses 'cheat' across the center-line to avoid parked cars then pull the wheel back to avoid hitting oncoming cars or trucks. When two trucks meet, East bound drivers have no choice but to travel into the bike lanes. It happens so often that potholes are growing in the center of the bike lanes. ***** Just this morning I witnessed a line of school buses come to a complete stop in front of my house because the driver could not negotiate the NW bound lane safely!!! These accidents and near misses indicate that it is only a matter of time before a more serious accident occurs. Those of us with kids are concerned that this will happen while we are loading them into the car, or that a parked car will be knocked onto the sidewalk while we are walking our children to school, or that a school bus will strike a parked car.**

The American Association of State Highway and Transportation Officials (AASHTO) and VDOT Design Manuals recommend 10-12 ft travel lanes for vehicles on arterial roads and recommends larger travel lanes where there is high truck traffic ... like on Janneys Lane. Discretion is provided to plan between those ranges based upon local circumstances...10 feet for the very best circumstances...little to no truck traffic and no roadway anomalies. Instead of erring on the side of caution the TES planned for 10 ft travel lanes but in execution narrowed each travel lane to 9'10" in some places, from an original lane size of 11'6". A 10' lane does not account for a 10% side-to-side pitch/grade, a curve, steep hill, higher speed or the fact that we have a high volume of bus, truck and emergency vehicle traffic. Long buses cannot make the curve in front of my house within the travel

lane under these circumstances. There is an obvious reason that the travel lanes were 11'6" previously. Parking lanes were also shrunk to under 7' also taking away any buffer. It shows how hastily this plan was put together, likely only over a map and how little emphasis was placed on analyzing and balancing risk for this situation given that there are other better options to serve everyone's needs. **It defies logic and reason that the city TES will insert lanes and another moving vehicle on an already heavily congested street while making it more dangerous for the residents living here.**

Speed: It is an issue on Janneys Lane and it requires sensible solutions, not bike lanes. I would like to note as well that I have heard TES staff say that bike lanes provide traffic calming. It is not apparent on Janneys Lane thus far and if placing bicyclists or parked cars and pedestrians in danger (essentially speed bumps) I want none of it. By the way, many traffic safety experts question this logic and its effectiveness.

Recommendations: Balance the desire for bike lanes against the larger day to day safety and parking requirements for residents on Janneys Lane and King Street by choosing an alternative route that skirts the major chokepoints of East Janneys Lane and King Street. Here are some options:

1. Replace the dedicated lane on the East end of Janneys (from East Taylor Run Parkway to King Street) with a Sharrow (shared) route to maintain a safer vehicle and parking lane widths and install another bike lane route along East Taylor Run up to the top of South View Terrace then transition to Sharrow lanes at the top of South View Terrace to Hilltop Terrace turning left on Upland across King Street to Walnut Street to Commonwealth. Advantages over the current plan: Provides a safer Janneys route for West bound bikers. Continues to provide a safe Janneys Lane route for A level riders connecting to Sharrow Lanes at King Street (Sharrow markings provide warnings to drivers on East Janneys that they may encounter a biker). Allows B/C level bikers (the rest of us who are teaching our kids to ride) an option to avoid the steep hill and heavy traffic on Janneys Lane and King Street intersection/route. It also avoids costlier solutions to the city to modify King Street further, resolves this issue quickly and it would be more attractive to build ridership on a less busy street.
2. Variations on above route: a) Modify the above route through the Masonic Temple grounds (where I bike now) or gain an easement to the edge of the Masonic Temple and down to King Street. b) Improve/install shared pedestrian/bike lanes along the side of East Taylor Run.

Dedicated bike lanes on Janneys Lane are proving to be hazardous. I urge you to visit this street during morning rush hour and see how precarious and dangerous the situation has become. Please resolve the East end Janneys Lane safety issues quickly in order to avoid more accidents and I ask that you not add more bike traffic to at the King Street/Janneys Lane area given that it already has a high accident rate.

v/r
(signed)
Tim Ockerman
703-786-4153
515 Janneys Lane
Alexandria, VA 22302

Jackie Henderson

From: simons.ross@gmail.com
Sent: Monday, February 24, 2014 5:14 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #46600: Mayor, Vice Mayor City Council Dear Mr. Mayor, Vice Mayor and Members o

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 46600.

Request Details:

- Name: Ross Simons
- Approximate Address: No Address Specified
- Phone Number: 703-836-4833
- Email: simons.ross@gmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Dear Mr. Mayor, Vice Mayor and Members of City Council. I urge you to look carefully at the letter with specific recommendations offered by Tim Ockerman on alternatives to the plan for bike lanes for King Street and parts of Janney's Lane. As a neighbor in this area but also someone who is a bike advocate, I believe the present plan that has been presented for consideration by the planning commission is unsafe. I believe Mr. Ockerman's alternative provides needed bike and safe access for bikes to the King Street Metro and Old Town while ensuring safety for pedestrians, cars, buses, ambulances and other vehicular forms on narrow stretches of King and Janney's Lane. As a neighbor I often walk these areas and understand that the present proposal will not work and will be problematic as to safety.
- Expected Response Date: Monday, March 3

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

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

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

Jackie Henderson

From: mattwardian@yahoo.com
Sent: Monday, February 24, 2014 11:50 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #46574: Mayor, Vice Mayor City Council Hello,I just wanted to write in and

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 46574.

Request Details:

- Name: Matthew Wardian
- Approximate Address: No Address Specified
- Phone Number: 3012447779
- Email: mattwardian@yahoo.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Hello,

I just wanted to write in and applaud your continued efforts to provide a safer city for us by installing bike lanes. i am an avid runner and the existence of bike lanes throughout the city connecting me to major trail systems and restaurants, shopping and city life is and was a major reason why my family choose to live in Alexandria. Keep up the good work in expanding our transportation options and making our city safer.

Thank you,
Matthew Wardian

- Expected Response Date: Monday, March 3

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

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

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