

Jackie Henderson

From: moonlightbindery@comcast.net
Sent: Friday, March 14, 2014 1:14 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47775: 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 47775.

Request Details:

- Name: Katie Wagner
- Approximate Address: No Address Specified
- Phone Number: 703-549-5261
- Email: moonlightbindery@comcast.net
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Dear Mayor Euille, Vice Mayor Silberberg, City Councilors,

I am writing you in reference to item No. 11 on tomorrow's docket, the implementation of important safety measures on a section of King Street. I urge you to vote for the plan as presented by City staff. There is no reason for any further delay in this matter.

My parents already lived in Old Town before I was born and I have lived here ever since. This is where my family is, where my friends are and where I enjoy the convenience and ease of easy access to the things I want or need to do without having to use my car every time. My family lives in Del Ray now and we love the neighborhood. Sidewalks have green space buffers, sometimes with additional bike lanes, making walking with children a safe and enjoyable activity. We can do our errands and recreational activities all within walking distance.

That is possible because walking is not an afterthought and over the last few years, bicycle infrastructure has continuously improved. There are bike lanes on Commonwealth Avenue (with the excellent redesign at the Mount Vernon Avenue intersection) and several bike racks along Mount Vernon Avenue to provide safe and convenient temporary space.

I am not a passionate bicyclist at all, rather a reluctant one. Riding in traffic makes me feel uncomfortable and I simply do not bike if it means that I have to be on roads with fast traffic and no dedicated bicycle facilities. When I am riding in a bike lane, I feel much safer. From my experience, I know that drivers have slowed down after installation of bike lanes and that, combined with being in my own lane, increases my comfort level and perception of safety.

The decision to install bike lanes on King Street to promote traffic calming and safety for all users is the right approach and much needed. Walking on King Street, especially on the South side, makes me feel uncomfortable. Traffic is zooming by at speeds well over the speed limit and there is absolutely no buffer between the sidewalk and the road. It makes perfect sense to implement the solution that City staff has proposed. Concept 2 which you are voting on is a compromise solution based on input from the affected residents and preserves 13 parking spaces, more than double the observed maximum usage.

I know that many citizens in Alexandria share my reservations regarding riding their bicycles in traffic and would enjoy riding up and down King Street on a bike lane. I can assure you that without bike lanes on King Street, reluctant cyclists like me will not come.

Please vote to support the decision Rich Baier, your Director of the Department of Transportation and Environmental Services, made. There should be no further delays.

Sincerely yours,

Katie Wagner

- Expected Response Date: Friday, March 21

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Jackie Henderson

From: estherggg@gmail.com
Sent: Friday, March 14, 2014 1:13 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47774: Mayor, Vice Mayor City Council ANOTHER PICTURE = 1000 WORDSIs this

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47774.

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: ANOTHER PICTURE = 1000 WORDS

Is this a safe alternative for moms who need to manage the house, the kids, a job? On King Street? Please keep King Street hospitable to traditional families, who pay taxes, support Old Town business, schools, churches and other worthwhile institutions.

Retain Parking on King Street.

Deny Mr. Baier's appeal.

- Attachment: <http://request.alexandriava.gov/GeoReport/UploadedFile.ashx/jpg/c603a786-882e-433d-98ab-f37bc958548d>
- Expected Response Date: Friday, March 21

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Jackie Henderson

From: ellisranger@yahoo.com
Sent: Friday, March 14, 2014 12:17 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47769: 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 47769.

Request Details:

- Name: David Kaplan
- Approximate Address: No Address Specified
- Phone Number: 703-535-3189
- Email: ellisranger@yahoo.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Dear Mayor Euille, Vice Mayor Silberberg, and Members of the City Council:

I write to express my support for the King Street Traffic Calming Project.

I hope to be able to testify at tomorrow's public hearing in person but have a work commitment in DC for much of the day. I appreciate the opportunity to share my views with you now in case I'm unable to get to City Hall in time to testify. I testified in favor of this project both times it came before the Traffic and Parking Board.

At its core, the staff proposal seeks to slow down traffic and improve safety on the street. The addition of a bike lane will better protect cyclists and pedestrians by giving each transportation mode its own dedicated space on the roadway.

I lived in Rosemont for four years and have used the sidewalks along this section of King Street. The homes in this neighborhood are beautiful but the walk is not pleasant because the sidewalks are narrow and there are inevitable conflicts between pedestrians and cyclists sharing such a limited amount of space.

Improving the pedestrian experience along King St. better connects Taylor Run, College Park, and Rosemont to the King Street Metro Station and Amtrak/VRE stations. Developing safer connections to transit is essential as the city continues to grow.

The identification of additional neighborhood cycling routes should be encouraged but a route through the Masonic Memorial is not a panacea. The Masonic Memorial route is longer than using King Street and steeper, I am a cyclist but would be hesitant to use this route in the evening because the lighting is poor and part of the route through the Masons property feels deserted once the Memorial has closed for the day.

I very much hope you will support traffic calming along King Street to include bike lanes, when you take up this issue on Saturday. Thank you for your consideration and for your service to our city.

Best,

David Kaplan
418 Queen Street

- Expected Response Date: Friday, March 21

Jackie Henderson

From: shbarstow@gmail.com
Sent: Friday, March 14, 2014 12:12 PM
To: Jackie Henderson
Subject: Call.Click.Connect. #47768: City Clerk and Clerk of Council Attached please find a letter from the E

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47768.

Request Details:

- Name: Scott Barstow
- Approximate Address: No Address Specified
- Phone Number: 571-319-1428
- Email: shbarstow@gmail.com
- Service Type: City Clerk and Clerk of Council
- Request Description: Attached please find a letter from the Environmental Policy Commission asking Council to approve the King Street Complete Streets project, to dramatically improve traffic safety and pedestrian and bicyclist access to this corridor.
- Attachment: <http://request.alexandriava.gov/GeoReport/UploadedFile.ashx/PDF/fc9c5fbd-a65b-4887-af1f-e83778f9227a>
- Expected Response Date: Friday, March 21

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Environmental Policy Commission

March 14, 2014

The Honorable Bill Euille and Members of City Council
City of Alexandria
Alexandria, VA 22314

Approval of King Street Complete Streets Project

Dear Mayor Euille and Members of Council:

I am writing on behalf of the Alexandria Environmental Policy Commission to ask City Council to approve traffic calming and pedestrian and bicycling access improvements along King Street. In addition to better providing for safety for all modes of transportation, the project would help to achieve the City's Eco-City multi-modal transportation goals by improving access to King Street Metro in this important corridor.

As you know, City Council adopted a Complete Streets policy almost three years ago, with the explicit goal of getting people out of their cars and encouraging walking and biking. The resolution stated that the City "shall incorporate Complete Streets infrastructure into existing public streets", and noted that streets are a "key public space" directly affecting public health and welfare. The resolution also stated that "Council recognizes the importance of Complete Streets infrastructure," and explicitly included sidewalks, bicycle lanes, and narrow vehicle lanes as part of such infrastructure. Of course, having a Complete Streets policy and abiding by it are two separate things. We urge Council to live up to its commitments by approving the project. Our commission has repeatedly expressed support for this project, through written statements to you and your colleagues on Council, to City staff, and to the Traffic & Parking Board. We believe the project has been exhaustively considered, and we are as convinced as ever that it should be approved.

The primary concern expressed by opponents of the project has been regarding its impact on safety. We believe the project will significantly improve safety along this section of King Street. Transportation research shows that:

- narrowing vehicle lanes results in noticeably slower vehicle speeds;
- almost all accidents involving bicyclists occur in environments in which there is not a bicycle lane on the bicyclist's side of the roadway, with more than two-thirds of bicyclist-vehicle accidents occurring when the bicyclist shared a through lane with a vehicle;
- the presence of designated bicycle facilities, such as on-road marked bike lanes, is associated with the lowest risk of bicycling injuries;

- designated bike lanes increase the likelihood of bicycling;
- the likelihood that a pedestrian or bicyclist will be struck by a motorist varies inversely with walking and biking rates.

Although we believe dedicated bike lanes along the entire portion of King Street involved would be the optimal solution for enabling and encouraging pedestrian and bicyclist use of the King Street corridor, our commission endorsed the compromise project as approved by Transportation & Environmental Services Director Rich Baier in December. We believe the compromise project, while not ideal, would expand and improve pedestrian and bicycling access for residents. Given the strong concerns for public safety expressed by Alexandrians over the past several weeks, however, we reiterate our preference for the original proposal for this segment of King Street, including separate designated bicycle lanes along both sides of the length of the project. We believe the increased safety it would provide for pedestrians and cyclists in the city would far outweigh the inconvenience in terms of parking it would have for a small number of households. Research by transportation professionals suggests that requiring cyclists and drivers to switch between separate bike and car lanes to a shared lane would heighten the risk to all three categories of users: pedestrians, cyclists, and motorists.

We would also like to stress two important reasons for bringing bike lanes and safer sidewalks to King Street, which those opposing the project do not address. The first is that not all Alexandria residents own cars. The city's public spaces, including our streets, should be for the benefit of the entire community, not only those who are rich enough to own a vehicle and want to drive everywhere. The second point is that we need to rapidly reduce our greenhouse gas emissions. The only way we will be able to sufficiently reduce these emissions is by slashing transportation fuel use to a fraction of current levels. Electric powered vehicles make up only about 1 percent of the U.S. market for cars and trucks, and even electric powered cars have associated emissions due to the coal-fired power plants they usually rely on for energy. Getting cars off the road will be a component of effective climate change mitigation strategies for the foreseeable future.

The King Street traffic calming and pedestrian and bicycling expansion project is a critical step in meeting Alexandria's long-standing commitment to being an Eco-City. We request that you support bringing the City's "Complete Streets" policy to King Street by approving the traffic calming, pedestrian and bicycle access improvement project so it can be implemented as soon as possible.

Thank you for your consideration.

Sincerely,



Scott Barstow
Chair, Environmental Policy Commission

Jackie Henderson

From: ron4520@aol.com
Sent: Friday, March 14, 2014 11:23 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47766: Mayor, Vice Mayor City Council I understand you on council think people

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47766.

Request Details:

- Name: ronald gochenour
- Approximate Address: No Address Specified
- Phone Number: 5713128911
- Email: ron4520@aol.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: I understand you on council think people need to ride a bike and you will vote for more bike lanes in the city. DO YOU ON COUNCIL RIDE A BIKE??????? Alexandria city is dense enough, no more bike lanes needed. very few roads in Alexandria are designed to accommodate bicycles and king st is one of many. most bicycles ignore traffic laws. Just so everybody knows, bicycles and yellow traffic lines don't mix. They are allowed to render traffic because if you pass them on a double yellow line then you are committing violations. how many tickets to bicycles. parking counts city staff how many cars? and how many days checking for cars? rich baier walked and drove and rode his bicycle up and down king street WHY ?? bike count how many? how many days? how many tickets for cars speeding on king st. I hope you understand this street is not for kids to ride their bike up or down very dangerous I hope you understand trucks and buses take up whole lane. do you think public safety is to put a bike lane on king st that is a joke most people coming to old town coming down king st cars not someone on a bike NO TO BIKE LANES FOR 2 OR 3 PEOPLE WASTE OF MONEY. (ON JAN 23,2014 I SENT A CALL CLICK TO CITY COUNCIL THE LETTER ABOVE I ASKED FOR INFORMATION AS OF TODAYS DATE I HAVE NOT RECEIVED ANY INFORMATION UNDER THE FREEDOM OF INFORMATION ACT YOU ON CITY COUNCIL VIOLATED MY RIGHT I ASK YOU ON CITY COUNCIL TO REMOVE BIKE LANES ON KING ST OFF THE DOCKET FOR MARCH 15 2014 PUBLIC HEARING.THE INFORMATION I WOULD HAVE RECEIVED WOULD HAVE HELP ME PRESENTING MY CASE WHY BIKE LANES SHOUD NOT BE APPROVED.)

READ BELOW YOU ON CITY COUNCIL HAVE MADE UP YOUR MINDS ALREADY.

Suggestions for speaking:

- Identify yourself, where you live, and your position is in support of the city's proposal
- Keep it short and to the point
- Be factual, avoiding the dramatic or emotional
- Tell your personal story about walking , biking, or taking the bus on this section of King Street
- Thank the mayor and councilmembers for the opportunity to testify

Hearing Info

This Saturday, March 15 at 9:30 a.m.
301 King St., Room 2300 (city council chambers)
Alexandria, VA 22314

One last thing! We have free buttons for the first 50 people to show up on Saturday. The buttons are bright green and proudly state, "Alexandrians for Complete Streets." Please see a WABA staff member or volunteer for a button. RSVP with us now.

We hope to see you Saturday and thanks again for your support.

Greg Billing

WABA Advocacy Coordinator

Washington Area Bicyclist Association
2599 Ontario Rd. NW, Washington, DC 20009
waba @ waba.org | Phone: 202.518.0524 | Fax: 202.518.0936

- RONALD GOCHENOUR 3011 HICKORY ST
Expected Response Date: Friday, March 21

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MAR 13 2014

March 13, 2014

Mayor Eulle,

As you are well aware, many of the neighbors surrounding the section of King St. where the city has proposed to place bike lanes are concerned not only that this decision is too dangerous for bicyclists, pedestrians and drivers, but that it will greatly diminish the neighborhood we call home.

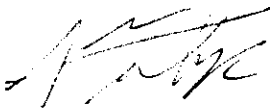
In an effort to express these concerns to you prior to your making any decisions on the city's Concept 2 proposal, I am providing you with an online petition signed by people that are against the city's proposal to add bike lanes to King St.

The number of signers reached 360 in less than a week and will gain even more before your vote on March 15, 2014.

I implore you to take some time before March 15, 2014 to read the comments I have provided you and note that the grand majority, upwards of 90%, of those that signed the petition have identified themselves as residents of Alexandria, residents that you represent and that would be negatively affected on a daily basis if you choose to move forward with Concept 2 to add bike lanes to King St.

I thank you for your time and consideration of this matter, and I look forward to you voting for safety for all those concerned when I ask that you vote against Concept 2 at the upcoming meeting on Saturday March 15, 2014.

Respectfully yours,



Aaron R. Eastman
2209 King St.

Jackie Henderson

From: dan.mehaffey@gmail.com
Sent: Friday, March 14, 2014 7:05 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47739: Mayor, Vice Mayor City Council I am writing in support of the compromis

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47739.

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: I am writing in support of the compromise traffic calming proposal for King Street. I cannot attend the city council meeting due to a conflict.

My letter of support is attached.

- Attachment: <http://request.alexandriava.gov/GeoReport/UploadedFile.ashx/pdf/429cd622-5ae6-409d-af90-39f49e203d14>
- Expected Response Date: Friday, March 21

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To the Mayor and City Council:

I can't make the city council hearing to speak about the King Street compromise traffic calming plan, so I'm putting my thoughts in this letter. Having picked up the story of Concept 2 after the compromise changes, I have been struck, over and over, that both sides agree that safety is the primary goal. If safety is your goal too, then the only fair reading of the facts should lead you to implement Concept 2.

Before talking safety, however, I must engage the key source of conflict: parking. A minority of Alexandrians would lose fallow parking spaces. Their guests would need to walk a bit further if their guests wanted street parking. In return, they and all of Alexandria receive a calmer King Street that is safer for all users. And the compromise seeks to minimize the parking impact. The peak parking count is 6 cars and concept 2 allows for 13 spaces to fit those cars. Those numbers come from a city staff count at random times of the day; there's nothing staged about those numbers. Put more plainly, *the compromise planned parking capacity is twice the peak even if you subtract all parking on the side streets.*

Returning to the primary goal, safety for all King Street users, I think it's important to lay out some facts:

- The compromise plan meets or exceeds all applicable safety standards and has been peer reviewed to that effect
- The plan has been designed by experts in the field relying on research
- The plan has been approved by DASH and by Alexandria Fire Department – the wide vehicles that pass along that street
- The plan implements the city council's own Complete Streets policy, which has the admirable goal of making the street safe for all users.
- We can't buy more King Street, but King Street has, and will continue to have, three types of users (it is this scarcity in the face of growing use that requires us to find new solutions)
- The bike lanes are key to the plan because they provide each type of user his or her own space to allow bikes, pedestrians, and cars will be able to move independently: bikes won't slow cars or spook pedestrians, cars won't terrorize bikes.
- The plan has been part of a nine month public engagement process, a major compromise, and multiple hearings.

In a conversation with a friend in the neighborhood, I was struck with how she was affected by the yard signs along King Street. She is a busy mom who has not had the time to follow the facts, so she has relied on a burgeoning rumor mill in her neighborhood. I'd like to address those rumors:

- What's going on in King Street isn't radical or different from what happens along other streets in Alexandria. As a city, we have already implemented these conditions: Commonwealth between Rosemont and Maple, on Braddock between Ruffner and Malcom, on Janney's between King and Quaker, and on Glebe between Valley and Russell. Those are the places that DASH bus and Alexandria Fire Department already operate in these lane widths (3 of 4 have bike lanes).
- Outside voices do matter in this conversation. We are connected with our neighbors in Arlington, Fairfax, and DC. Although you are not accountable to our neighbors, they sure want to come visit us, spend their money, and work in Alexandria. Why must we require that they drag a car along? I would encourage you to read the comments by our neighbors in the petition supporting the bike lanes.

- Just because King Street has excessive speed and high volume today doesn't mean we shouldn't take action. Applied to other conditions in Alexandria, it sounds silly (Jefferson-Houston is such a lost cause that we should shrug and say "only send your toughest kids here"). Is that really us? Well, it's not me, anyway.

I have watched as multiple people in this process have sought for a magic bullet – some way to keep parking and make the way safe for all road users. I haven't heard one yet because the width of King Street remains fixed. If council is worried that there is some new idea that has not been explored and might provide a way to keep parking and provide safe passage, remember the long engagement process and ask if the ideas being floated have already been considered as part of the nine month engagement process. They probably have.

Thank you for your attention,

Dan Mehaffey

1408 Mount Vernon Ave

Jackie Henderson

From: bbiff1@yahoo.com
Sent: Friday, March 14, 2014 1:38 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47736: Mayor, Vice Mayor City Council I ask that you vote in support of the Ki

Dear *Call.Click.Connect.* User

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Request Details:

- Name: *Call.Click.Connect.* Customer
- Approximate Address: No Address Specified
- Phone Number: No Phone
- Email: bbiff1@yahoo.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: I ask that you vote in support of the King Street Traffic Calming Project, item #11 on Saturday's docket. Please see the attached letter with citations.
- Attachment: <http://request.alexandriava.gov/GeoReport/UploadedFile.ashx/docx/f6791fbe-cf3d-4d8e-84f3-7a222cbca56f>
- Expected Response Date: Friday, March 21

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Dear Mr. Mayor, Vice Mayor, and City Council Members,

I am a resident of Alexandria and ask that you support "Concept 2," the Traffic Calming Project proposed for King Street, which is item #11 on Saturday's City Council Public Hearing docket.

I live in Old Town and do not own a car. I walk and bike to get around Old Town, including on the short stretch of King Street at issue. As a non-motorist, I do not contribute to traffic congestion, pollution associated with cars, or wear and tear on the road. Yet, as a taxpayer, I am funding road maintenance. Currently, only about half of U.S. roadway expenditures are covered by motor vehicle user fees, with the balance paid by general taxes.¹ In addition, motor vehicle use imposes external costs such as traffic congestion, crash risk imposed on others, and environmental dangers, at an exponentially higher rate than bicycling or walking.² But pedestrians and cyclists stand to suffer more from the increased crash risk and pollution.

The improvements in Concept 2, specifically the bike lanes, will allow tax-paying pedestrians and cyclists like me fair and safe access to one of Alexandria's main east-west arteries. Approving this project will also be a step toward implementing the City's Complete Streets Policy, Transportation Master Plan, and City Council Goal #3 of addressing our city's need for internal mobility and regional connectivity. The proposed improvements will facilitate pedestrian and cyclist access to the King Street Metro station and its two rail lines, 18 bus routes, the free King Street Trolley, Zipcar, Capital Bikeshare, and, next door, Amtrak and VRE. This access will be provided in a way that will not cause slower travel times for cars. Instead, providing bike lanes will allow cyclists to navigate that hill at their own speed without holding up traffic, while pedestrians will have a buffer between the sidewalk and cars.

The way to encourage people to bike and walk more is to provide them with meaningful transportation alternatives. Concept 2 does that and I ask that you vote to implement it immediately.

Sincerely,

Betsy Biffi

¹ Todd Litman (2013), *Whose Roads? Evaluating Bicyclists' and Pedestrians' Right to Use Public Roadways*, Victoria Transport Policy Institute <http://www.scribd.com/doc/185231387/Whose-Roads-Defining-Bicyclists-And-Pedestrians-Right-To-Use-Public-Roads-VTPI-2013> at 11.

² Litman (2013), Table 3.

Jackie Henderson

From: jane456@gmail.com
Sent: Thursday, March 13, 2014 11:34 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47733: 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 47733.

Request Details:

- Name: Lindsey Bachman
- Approximate Address: No Address Specified
- Phone Number: 5185889278
- Email: jane456@gmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Dear Mayor, Vice Mayor and City Council,

I am writing in support of the of the King Street traffic calming and bike lane project, specifically the second compromise plan proposed by city staff.

This plan was designed by engineers and the width of both the bike and travel lanes meet the AASHTO (American Association of State Highway Transportation Officials) standards used by the city when designing streets.

The route through the Masonic Temple has been proposed by project opponents as an alternative to the King St bike lanes. Unfortunately this route presents a steeper hill and a longer route than the King Street lanes would provide. These issues are important when you're pedaling or walking to your destination. Additionally, moving cyclists to the Masonic Temple service road does nothing to provide a buffer between the street and the sidewalk to make King Street safer for pedestrians. In it's current configuration, there is no space between the sidewalk on the south side of King St and the thousands of cars moving along this stretch every day.

I regularly bike and drive down Commonwealth Ave from my home on E Glendale Ave to my job in Carlyle. Personally, I've realized that the bike lanes along this stretch make it easier for cars traveling because drivers don't have wait for a lull in traffic to cross the yellow line to pass cyclists - they can keep moving along to their final destination without delay. I'm more comfortable biking in the lane knowing that I'm not frustrating people as they are slowed behind me.

This project has support from many city residents. It has been peer reviewed and is supported by an engineering firm to increase safety for all road users. The city's fire department has stated the plan will allow for safe passage of emergency vehicles. DASH has stated the plan will allow for safe passage of buses.

There is nothing to lose by implementing the compromise plan. If it doesn't work, the lines can be repainted and the streets configuration can be changed.

I hope you will all support safety for all road users and approve this plan on Saturday.

Thank you for your time and consideration.

Lindsey Bachman
306 E Glendale Ave Apt 1
Alexandria VA 22301
jane456@gmail.com

Jackie Henderson

From: jjkingconsulting@gmail.com
Sent: Thursday, March 13, 2014 10:16 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47732: Mayor, Vice Mayor City Council A request to support the city's decision

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47732.

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: A request to support the city's decision for traffic calming on King Street.
- Attachment: <http://request.alexandriava.gov/GeoReport/UploadedFile.ashx/docx/77cb537d-287f-448c-b53b-9d7fd5b62f8a>
- Expected Response Date: Thursday, March 20

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March 12, 2014

Mayor Euille and City Council,

I am writing to you as a citizen today to request that you support Mr. Rich Baier's decision to proceed with the Traffic Calming project on King Street.

Let me start with my experience with this project. Late September Jim Durham and I conducted document counts of pedestrians and cyclists on King Street. In October we went out to discuss with the pedestrians and cyclists the traffic calming project. Up until this point the issue and controversy had been mostly about bike lanes. During the several afternoons we spent conducting the counts and discussing the issues we learned another perspective. We only talked to a few cyclists (going uphill and walking) but many pedestrians. In our encounter with the pedestrians:

- About 40% were unaware of the traffic calming issue.
- About 50% were headed to or from transit.
- Almost all agreed that they did not feel safe on the sidewalks.
- Of those that we talked to crossing the street (at Upland) they all felt it dangerous.

From this point on we felt the issue primarily concerned pedestrian safety. Why? Well just on sheer numbers alone, there were/are a lot more pedestrians than cyclists. At this point the primary issue became safety, safety for pedestrians and cyclists. Our opponents agree that this is primarily a safety issue, along with the city.

This week I spent over an hour taking a survey of pedestrians and a few cyclists on King Street. There were; 2 undecided, 2 opposed, and 9 for the city's proposed plan. Keep in mind this took place on *their* street.

The city's proposal for lane narrowing, and addition of bike lanes to encourage more cycling are proven measures to slow traffic, it also provides separation for pedestrians from motor vehicle traffic. This proposal was designed by credentialed engineers and met or exceeded all federal and state standards. Independent consultants confirmed the city's King Street Traffic Calming Plan is technically sound.

Since we all know this issue really boils down to the public parking being removed on King Street, then the decision for City Council is to decide if public parking is more important than public safety.

Jerry King

Jackie Henderson

From: acarts@gmail.com
Sent: Thursday, March 13, 2014 7:09 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47722: Mayor, Vice Mayor City Council I support the King Street Traffic Calmin

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47722.

Request Details:

- Name: Anna Carts
- Approximate Address: No Address Specified
- Phone Number: No Phone
- Email: acarts@gmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: 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.
- Expected Response Date: Thursday, March 20

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

If you need assistance with handling this request, please contact CommunityRelations@alexandriava.gov 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: Bob Garbacz
Sent: Thursday, March 13, 2014 5:10 PM
To: Jackie Henderson
Cc: Sandra Marks
Subject: King Street Bike Lane Letters for Council
Attachments: King_St_Bike_Lanes_Against.pdf; King_St_Bike_Lanes_For.pdf

Jackie – Attached are all of the King St Bike Lane letters that I have received for Saturday's Council meeting. Please forward these to Council for their consideration.

Thanks,

Bob Garbacz
Division Chief/ Transportation
Alexandria, VA
703-746-4143

Date Printed: 3/12/14
Time Printed: 9:45 AM

SERVICE REQUEST

Request Number: 45099

Associated WO Number:

Complaint

Code: TES_CMPLTSTRTS

Description: Complete Streets Requests

Problem Address:

Details: Bike Lanes on King St--Two years ago I asked for more enforcement of the light on King at Highland. I had a chance to talk with the officer came out to provide enforcement. He told me that enforcement on King St is difficult because there is very little room to safely pull over speeders/red light runners. I believe that bike lanes further reduce space for bike riders as well as folks in cars and would cause more accidents. Most bike folk use the streets [See attached file for full comment.]

Date / Time Reported: 2/27/2014 2:23:02 PM

Service Priority: 3

Submitted To: TES, GROUP

CMPLTSTRT

Initiated By: GARRICK, SEAN

Project:

Caller Information

Call	Name	Home Address	Home Phone	Work Phone	Other Phone
46169	TRACY	HOLLINGSWORTH N/A	7036833182		

Call	Questions	Answers
46169	Please Choose a Complete Streets Topic	Roadway

Resolution

Closed Out By: _____ **Date/Time Resolved:** _____
Held Over for Day Shift **Referred To Municipality** **Date / Time Reported:** _____
Reported to Municipality: _____ **Name of Contact:** _____

Employee	Start Date	Start Time	Finish Date	Finish Time	Hours	Rate Type	Valid Rate Types
							A = Hourly B = Overtime C = Holiday/Emerg. D = Fixed

Comments:

By Citizen: 1/22/2014 11:23:34 AM

http://request.alexandriava.gov/CitFiles/9bd4938e848b475893a23145aa14b391/FullDescription.doc

Bob Garbacz

From: Johnson, T Y (Jay) JR CIV OSD OUSD P-R (US) <thomas.y.johnson2.civ@mail.mil>
Sent: Tuesday, March 11, 2014 3:47 PM
To: Bob Garbacz
Subject: FW: Petition in support of the King Street bike lane project

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

From: von Guggenberg Alexander [<mailto:avongugg@gmail.com>]
Sent: Tuesday, March 11, 2014 12:36 AM
To: BeverleyHills@yahoo.com
Subject: Re: Petition in support of the King Street bike lane project

I'd like to voice my personal opinion about bike lanes.

Bike lanes are being pushed because bikers want to feel safe and also want to, so to speak, "own" a part of the road.

I'd like to have a lane because I ride a motorcycle...

Some may eventually push for no vehicular traffic in old town.. and trust me, Ive seen it happen (in europe, where the street calming devices idea came from) when do we stop?

Has anyone noticed the condition of our City streets? How about we fix the pot holes, repave many streets in deplorable condition, not to mention many of the street calming/aggravating devices that are now in horrible condition...

Now, back on subject...

Trouble is, that King street is an already narrow road, and taking needed street parking away from tax paying residents isn't fair to both them or drivers.

It is a fact that several alternative routes have been offered to the group who is pushing this but they have rejected them.

It is a fact that this group has an agenda and part of that agenda is to occupy any spots in the City's board that approve these street changes. Yes, I do know that the City has a plan to incorporate bikers on the streets..

It really isn't safe for bikes to ride down a steep and narrow street where they will pick up speed or up that same steep hill needing to swerve in low gears to struggle uphill.

I personally feel that for those blocks of king street bikers should ride on the sidewalks, and yes, City ordinances allow this..

I do think we all should respect bicycle riders on the streets of Alexandria but I also feel that we are taking this a bit too far.

I've seen many injuries from bikers running into people, Ive also seen many injuries from bikers running into cars, I've personally had a biker run into my truck while I was stopped at a stop sign!

Ive seen fatality accidents on King street, on the very same blocks in question and spoke to one driver as he was dying speaking his last words as his aorta ripped.

Ive had to go pick up a teenage child of mine injured from falling going down those same blocks years ago!

And No I am not making any of this up!

SERVICE REQUEST

Request Number: 47612

Associated WO Number:

Complaint

Code: TES_CMPLTSTRTS

Description: Complete Streets Requests

Problem Address:

Details: Please reject the installation of bike lanes on King Street. Please please please!!

Safety studies aside, I believe that adding separate bike lanes confuses drivers and creates more congestion and chaos while on the road. It certainly does in D.C.

If bicycles must use King Street, and they do not want to ride on the sidewalks, then they may share the road. Why is that such a problem? If painting "sharrows" will help with that, I could support that ide [See attached file for full comment.]

Date / Time Reported: 3/12/2014 12:51:22 PM

Service Priority:

3

Submitted To: TES, GROUP

CMPLTSTRT

Initiated By: SCOTT, ELAINE B

Project:

Caller Information

Call	Name	Home Address	Home Phone	Work Phone	Other Phone
48683	LAURA VEPREK	N/A	N/A	N/A	

Call
48683

Questions
Please Choose a Complete Streets Topic

Answers
General Inquiry

Resolution

Closed Out By: _____ **Date/Time Resolved:** _____

Held Over for Day Shift: **Referred To Municipality:** **Date / Time Reported:** _____

Reported to Municipality: _____ **Name of Contact:** _____

Employee	Start Date	Start Time	Finish Date	Finish Time	Hours	Rate Type	Valid Rate Types
							A = Hourly B = Overtime C = Holiday/Emerg. D = Fixed

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. Turning 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.

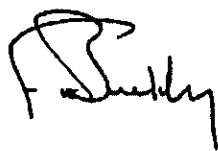
The Proposed Plan Would Lower Housing Prices on King Street

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. Buckley". The signature is written in a cursive style with a large, stylized initial "F" and a long, sweeping underline.

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



March 11, 2014

1612 K STREET NW, SUITE 308
WASHINGTON, DC 20006
202-822-1333 | 202-822-1334 fax

WWW.BIKELEAGUE.ORG

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

Dear Mayor Euille and City Council Members,

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

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

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

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

Sincerely,

Andy Clarke
President

Bob Garbacz

From: Siew Ching Chin <SiewChing.Chin@dcwater.com>
Sent: Friday, March 07, 2014 3:35 PM
To: Bob Garbacz
Subject: Alexandria Resident Supports Traffic Calming on King Street

Dear Mr. Garbacz,

I live in Shirlington and commute to work by bicycle whenever the weather permits. My commute to DC Water is an hour long in the morning, and my preferred route is going down King Street towards Oldtowne and then hopping onto the Wilson Bridge and Oxon Hill bike trails. Because of the lack of bike lanes, I encountered a few near miss incidents in which the driver failed to notice my presence until the car got so close to me, or made a right hand turn in front of me without thinking that the car may hit me. As a result, I have to seek other alternate routes (which make my commuting time longer) to bike to work. Realizing that there will be a City Council hearing on March 15th in regards to the King Street Bike Lane Project, is there anything that I (along with other fellow cyclists) can do to help implementing the proposed plan?

Thank you in advance for your time and for your consideration. I look forward to hearing from you soon.

Regards,
Siew-Ching Chin

IMPORTANT NOTICE: The security of electronic mail sent through the Internet is not guaranteed. DC WATER therefore recommends that you do not send confidential information to us via electronic mail, including social security numbers, account numbers, and personal identification numbers unless instructed to do so through a secured site. Delivery, and timely delivery, of electronic mail is also not guaranteed. DC WATER also recommends that you do not send time-sensitive or action-oriented messages to us via electronic mail unless instructed to do so.

Jackie Henderson

From: henry@phoenixbikes.org
Sent: Thursday, March 13, 2014 2:37 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47710: 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 47710.

Request Details:

- Name: Henry Dunbar
- Approximate Address: No Address Specified
- Phone Number: 7035757762
- Email: henry@phoenixbikes.org
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Mayor Euille, Vice Mayor Silberberg, and Members of the Alexandria City Council:

I am Henry Dunbar, Executive Director of Phoenix Bikes, a nonprofit bike shop with an after-school program for teenagers. The shop is located in South Arlington, in Barcroft Park and we have students in the program from Alexandria as well as Arlington and surrounding communities.

I am here to urge you to approve the King Street Calming Plan.

Many of the students in our program use - daily - the bicycles they have "earned" at Phoenix to get wherever they need to go. Implementation of Complete Streets Policies with provision for bicycling is a huge help to these young people. Even for the students old enough to drive, a car is impractical and most often economically out of reach, so they rely even more on their bikes and public transportation. They want and need the simplicity and economy of other modes - walking, biking and access to transit hubs.

Your implementation of a Complete Streets philosophy in the King Street Project is a positive step toward providing those needs.

For the weekly Phoenix bike rides, safety is paramount. In selecting routes, we seek out streets with bike lanes whenever possible. Adding bike lanes on this portion of King Street will make the roadway better defined for drivers and safer for bicyclists.

Thank you.

- Expected Response Date: Thursday, March 20

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

If you need assistance with handling this request, please contact CommunityRelations@alexandriava.gov 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: ldl2781@comcast.net
Sent: Thursday, March 13, 2014 2:29 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47707: Mayor, Vice Mayor City Council As a 12 year resident of North View Terr

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47707.

Request Details:

- Name: Lynne Lawrence
- Approximate Address: No Address Specified
- Phone Number: 202-258-9176
- Email: ldl2781@comcast.net
- Service Type: Mayor, Vice Mayor City Council
- Request Description: As a 12 year resident of North View Terrace with a home that has direct access in the back to King Street, I am adamantly opposed to bike lanes on King Street. I drive up and down King Street almost daily and cannot imagine adding bike lanes in this narrow stretch of street. It will make an already difficult stretch of road even more difficult to navigate resulting in potential injuries to bikers and residents alike. In addition, many of us who do not have driveways and in my case (400 North View Terrace)with 24 steps to the front door, use the parking in back to unload and load. For example, I use the back when unloading the bags of mulch I buy from TC Williams Booster Clubs every year. We also use the parking when we have elderly or disabled visitors who cannot make it up our front stairs. In fact, access through the back was one of the main reasons we bought our house and our concerned if it is removed that it will negatively affect the value of our property. Thank you for consideration of my comments.
- Expected Response Date: Thursday, March 20

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

If you need assistance with handling this request, please contact CommunityRelations@alexandriava.gov 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: ron4520@aol.com
Sent: Thursday, March 13, 2014 1:23 PM
To: City Council; City Council Aides; Debra Collins
Subject: Fwd: bike lanes, car lots, reduction in parking spaces

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

From: ron4520 <ron4520@aol.com>
To: "CityCouncil\" <\"CityCouncil\"@alexandriava.gov>; "CityCouncilAides\" <\"CityCouncilAides\"@alexandriava.gov>; "Rashad.Young\" <\"Rashad.Young\"@alexandriava.gov>
Sent: Thu, Mar 13, 2014 1:16 pm
Subject: bike lanes, car lots, reduction in parking spaces

you on city council will vote for bike lanes on king street and it will pass why important to you. hear is what I think is important public safety, cost of upkeep of bike lanes, board rejected the plan for safety reason alone,

A & B Land Use and Special Use Permit #2013-0084 1318 King Street - Automobile Sales Public Hearing and
Auto Development Consideration of a request for continued operation of a non-conforming automobile sales
Finance (Planning Commission Items) Raiszadeh Planning Commission Action: Recommended Denial 7-0 you on city council will
Co. Commission Items) vote to denial car sale business on king street and it will pass you on city council
think important. hear is what you do good make it a non conforming use how many more
will you on city council .

Land Use and Development (Planning Commission Items) Special Use Permit #2013-0085 1310 King Street - Automobile Sales Public Hearing and Consideration of a request for continued operation of a non-conforming automobile sales business; zoned KR/King Street Retail. Applicant: Vafa Zarineh by Reza Sasaki, agent Planning Commission Action: Recommend Denial 7-0 you on city council made it non conforming use no more car lots on king St why don't you make the owners of the properties come to the meeting something not right about this picture. //////////////// Land Use and Development (Planning Commission Items) how many reduction in parking spaces will you on city council pass most likely all. not important to you on council. I guess you on council think they will ride a bike ////////////////on march 15 2014 how much more damage can you do to my city of Alexandria VA ???

Jackie Henderson

From: Kellie Meehan <kelmeehan@aol.com>
Sent: Thursday, March 13, 2014 12:05 PM
To: City Council; Del Pepper; William Euille; Paul Smedberg; Timothy Lovain; Allison Silberberg; Justin Wilson; chapman John Taylor
Subject: Letter to the editor Alexandria Times

This letter was not published by the Alexandria Times this week but thought you should see it.

Letter to the Editor:

I would like to respond and correct Mr. Krall's Moving Along article dated March 6th, 2014.

The proposed bike lanes along King Street were not delayed by the February 24th meeting of the Transportation and Parking Board. The Board voted 5-2 to reject the Director of Transportation and Environmental Services plan. The Board rejected the plan for safety reasons alone.

The Board was tasked with making a recommendation to either uphold the Directors decision, to reverse it or to modify it, as instructed by Deputy City Attorney Chris Spera, then the matter would go before the City Council.

The proposed bike lanes do not go from Russell Road to anywhere. It is very important to note that the proposed bike lanes begin and end at W. Cedar Street. This is about 1 block from the intersection of King St., Russell Road and Callahan Drive, where the road is at its most narrow point, and at least ¼ mile from the King St. Metro. The proposed bike lanes traverse only about three blocks and end well before Janneys Lane.

The proposal is adding parking on Park Road, which has not been approved by fire and emergency personnel. Residents had parking spaces in this location in the past and the spaces were removed by the city due to the turning radius of emergency vehicles, trash and recycling trucks. I'm not sure how parking can be added or replaced. This was evident a few weeks ago when there was a house fire on Park Road and emergency vehicles had a difficult time navigating Park Road even without people parking in the proposed additional spaces, and had to back down the road.

Just because someone may have off street parking doesn't mean that they shouldn't have or be able to use on-street parking. If that were the case then the city could take away most of Del Ray and Rosemont residents on- street parking.

Most, if not all, of the homes in these older, established, neighborhoods have a driveway, a parking pad, or other means for off street parking. Does every resident use them? No, because it doesn't work with today's vehicle sizes, the driveways were built so long ago that they just can't be used, it isn't practical, and maybe even because they fill their parking pad/space with a shed, a garden, a children's play house, a model train set, and so on.

People have purchased their homes with the knowledge that they have and would continue to have on-street parking. Does the city have the right to say that all those residents cannot park on a city street? And that the city will use that parking anyway it chooses, no matter what residents say or without care for what it would do to the value of their home?

Mr. Krall states that several of the residents have testified that they avoid parking along King Street because of aggressive drivers. I believe residents have stated that the road is too narrow and their cars have been sideswiped and mirrors have been taken off by passing vehicles, buses and trucks, not aggressive drivers.

In the case of King Street residents, the city is taking away safe on-street parking and giving those residents no safe alternative to access their homes. A parking space more than a block away, across busy King Street with no crosswalk or a space on a side street without a sidewalk isn't acceptable.

Mr. Krall states that there have been over ten (10) public hearings on this matter. This just isn't true. There have been two (2) public meetings, both held at Matthew Maury Elementary School, one of which had to be cut short due to a power outage at the school. And there have been two (2) Transportation and Parking Board Public hearings.

Presentation of information to the Taylor Run Citizens Association Executive Committee cannot be and should not be counted as a public hearing, public outreach or even a collaborative meeting.

Mr. Krall asks "Can modern street design slow down traffic?" Modern street design on a road that Mr. Baier, Director of the City of Alexandria Transportation and Environmental Services, described as "a constrained corridor, where adjacent usage is already in place. We are not building something new with multiple connections"

This isn't modern design, this is shoving or trying to shoe horn something into a "constrained" space. This isn't acceptable.

Mr. Durham, chairman of the City's Bicycle and Pedestrian Advisory Committee, spoke before the board that there are no other "viable options" than King Street bike lanes. This just isn't the case. There are several viable options for cyclists, many of which have been presented to City staff and to the Transportation and Parking Board. They include the use of neighborhood streets such as Putnam Place, Highland, Walnut, and Upland, as well as the use of the Masonic Memorial trail.

It took the Taylor Run Citizens Association to find compromise as the Transportation and Parking Board asked city staff to do, after its November meeting. The Taylor Run Citizens were able to have discussions with the Masons (Masonic Temple) and they found a way to make the bike route through the Temple grounds safer and more accessible.

Transportation and Parking Board Chairman, Jay Johnson made the point that the Masonic Temple is already a City of Alexandria designated bike route. A fact that neither Mr. Baier, nor anyone on his staff, recognized and still did not recognize when asked specifically about it by Mr. Johnson.

How did the city staff not know this or present this information during their presentations to the board?

At the end of the meeting it grew tense among the members of the board, with board member Mr. Posey almost shouting to the other board members that council was "waiting for their decision".

This proposal was going to the city council for their vote, whether the board voted on it or not.

So, now, the proposal will go before the City Council on March 15th.

Kellie Meehan

Jackie Henderson

From: RltrMiller@aol.com
Sent: Thursday, March 13, 2014 11:42 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47674: Mayor, Vice Mayor City Council I reject the proposal to install bike la

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47674.

Request Details:

- Name: Judy Miller
- Approximate Address: No Address Specified
- Phone Number: 703-548-5168
- Email: RltrMiller@aol.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: I reject the proposal to install bike lanes on King Street. Over 40 years ago, I lived at 2505 King St. I noticed a tailgater so close that I feared he may not see my turn signal to turn into my drive. Truth, he did not see it, but thankfully did not hit my car. Thereafter whenever turning into my drive I also used (waving)hand signals to signify my intent so any frantic speedster would understand my intent. The people who bought my home were responsible for having the traffic light at Highland installed in order to defray speeding. This doesn't work, as the signal is activated after the car has passed. Adding bike lanes will not calm traffic. Removing parking spaces will increase pedestrian hazards as homeowners or repairmen who cannot access their driveway will have to carry objects across a heavily traveled street. This will impede their safety. It shall also reduce the value of the property as safety and proximity to the house is not assured. I should hope that the alternative for use of the Masonic Temple roadway would be a consideration for bicyclists. I notice when they come up Walnut St hill, they must weave from side to side in order to lesson the grade. King St grade is not so easy, either. I used to notice bikers walking their bike up the hillside. In years past concerns of the people (or neighborhood) directly affected with changes were of greater merit than those who did not live nearby. Might I suggest that this merit still be acceptable today.
- Expected Response Date: Thursday, March 20

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

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

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Jackie Henderson

From: Jim Durham <jimandcarey48@comcast.net>
Sent: Thursday, March 13, 2014 11:01 AM
To: William Eulle; Allison Silberberg; John Chapman; Timothy Lovain; Paul Smedberg; Justin Wilson; Del Pepper; Rashad Young
Cc: Rich Baier; Sandra Marks; Carrie Sanders; 'Jim Durham'; Jerry King; 'Jake'; Jackie Henderson; 'Gregory Billing'
Subject: Petition from Alexandria Residents
Attachments: Support for King Street Petition - March 14.pdf

Mayor, Vice Mayor, City Council members, and City Manager

This note forwards a petition from 899 Alexandria residents (and still growing) as follows:

"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."

The petition represents the efforts of a broad based of volunteers, all Alexandria residents. Our experience is that there is strong support in Alexandria for the City's plan to improve safety on King Street, particularly among those most familiar with the situation. For example, a volunteer recently talked with pedestrians walking along this section of King Street during a period of less than an hour. Of 13 people he talked with, 9 signed the petition in favor of the City's plan, 2 were opposed and 2 were undecided. That example typifies the response we have seen from knowledgeable and engaged Alexandria residents.

Thanks so much for the time you have taken to both become familiar with the City's peer-reviewed plan and to listen to the people of Alexandria. Both are very much appreciated.

Best Regards,

Jim Durham

Chair, Alexandria Bicycle and Pedestrian Advisory Committee

Total signatures: 1385

Breakdown by jurisdictions:

899 from Alexandria

294 from Arlington

69 from Falls Church

123 others (Springfield, Fairfax, etc.)

Jackie Henderson

From: Gregory Billing <greg@waba.org>
Sent: Thursday, March 13, 2014 10:54 AM
To: Jackie Henderson
Subject: WABA Letter to Mayor and City Council
Attachments: WABA Letter to Mayor & City Council in Support of King Street Traffic Calming.pdf

Good Morning Jackie,

Please find attached a PDF version of Executive Director of Washington Area Bicyclist Association Shane Farthing's letter to Mayor Euille and the full City Council.

Do you need me to send a paper copy as well?

Thank you so much,
Greg Billing

Gregory Billing
Advocacy Coordinator

Washington Area Bicyclist Association
2599 Ontario Rd. NW
Washington, DC 20009
Phone: 202.518.0524 x212
Mobile: 202.596.1395
Fax: 202.518.0936
Email: greg@waba.org

Web: waba.org, friend: [facebook/wabadc](https://www.facebook.com/wabadc) and follow: [@wabadc](https://twitter.com/wabadc).
Getting There by Bike Since 1972



WASHINGTON AREA BICYCLIST ASSOCIATION

2599 Ontario Rd. NW
Washington, DC 20009
P: 202.518.0524 F: 202.518.0936

WWW.WABA.ORG

March 13, 2014

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

RE: Support of the King Street Traffic Calming Project

Mayor Euille and members of the Alexandria City Council:

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

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

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

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

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

Sincerely,

Shane Farthing
WABA Executive Director

Jackie Henderson

From: thomaswalczykowski@comcast.net
Sent: Thursday, March 13, 2014 9:11 AM
To: Jackie Henderson
Subject: Call.Click.Connect. #47654: City Clerk and Clerk of Council Dear Ms. Henderson,Attached are my p

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47654.

Request Details:

- Name: Thomas Walczykowski
- Approximate Address: No Address Specified
- Phone Number: 703-461-9206
- Email: thomaswalczykowski@comcast.net
- Service Type: City Clerk and Clerk of Council
- Request Description: Dear Ms. Henderson,

Attached are my planned comments for the 3-15-14 City Council meeting regarding docket item 11, King Street. Please include my comments in the packet for review by the Mayor and City Council.

Regards,
Tom Walczykowski

- Attachment: <http://request.alexandriava.gov/GeoReport/UploadedFile.ashx/docx/bfa7ec21-0c6c-456c-b145-3b0ee6fe14ac>
- Expected Response Date: Thursday, March 20

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

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

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City Council Meeting 3-25-14

Docket Item 11, King Street

Comments by Tom Walczykowski

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

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

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

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

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

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

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

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

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

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

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

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

Tom Walczykowski

405 Cloverway Drive

Alexandria, VA 22314

Jackie Henderson

From: Johnson, T Y (Jay) JR CIV OSD OUSD P-R (US) <thomas.y.johnson2.civ@mail.mil>
Sent: Thursday, March 13, 2014 8:22 AM
To: Jackie Henderson
Cc: Bob Garbacz
Subject: FW: HP4730 Scan
Attachments: HP4730 Scan_13032014081417.pdf

Jackie,

Could you please my sure that the Mayor and City Council Members receive this memo from the Traffic and Parking Board before this Saturday's public hearing. Thanks, Jay

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

From: Johnson, Jay CIV OSD-RA [<mailto:thomas.y.johnson2.civ@mail.mil>]
Sent: Thursday, March 13, 2014 8:14 AM
To: Johnson, T Y (Jay) JR CIV OSD OUSD P-R (US)
Subject: HP4730 Scan


Please open the attached document. This document was digitally sent to you using an HP Digital Sending device.

City of Alexandria, Virginia

MEMORANDUM

DATE: MARCH 13, 2014

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: THOMAS "JAY" JOHNSON, CHAIRMAN, 
TRAFFIC AND PARKING BOARD

SUBJECT: RECOMMENDATION ON THE KING STREET BIKE LANE
PROJECT

On February 24, 2014, the Traffic and Parking Board held a public hearing on the appeal of the Director's decision to install bicycle lanes on King Street. The Traffic and Parking Board voted to reject the Director's decision to install bicycle lanes on King Street, for safety reasons, and to defer for 60 days to allow residents and bicyclist's time to develop a compromise solution. The motion carried on a vote of five to two with Mr. Schuyler, Mr. Ruggiero, Mr. Johnson, Ms. White and Mr. Lewis voting for the motion and Mr. Cota and Mr. Posey voting against the motion.

The Traffic and Parking Board believes that the proposal for bicycle lanes does not adequately address the needs of the population that is the most directly affected, the local residents. Their input should be recognized wherever possible. This is particularly troublesome because the lack of demand for the proposed bicycle lanes. The data indicates that very few cyclists use this section of King Street. The Board does not believe the City's interests are served by forcing local residents to make such compromises for a project with such questionable demand. At the November meeting, the Board asked staff to go back to the community and take extra steps reaching out to the local residents and bicyclists to achieve consensus. That did not happen. Furthermore, the bicycle lane proposal did not address the safety concerns, including increased congestion, expressed by the Board. The Board is concerned that the narrow vehicle travel lanes created by this project will require larger vehicles to swerve into the bike lanes to avoid hitting larger vehicles in the opposing direction. This was confirmed based on the testimony from the DASH representative who stated: "*Policy would dictate that one or the other of the vehicles would slow down and pull as far to the right as possible and let the other one pass safely.*" In addition to the liability this creates for larger City vehicles, this creates an unsafe condition for users of the bicycle lane – the very people we are trying to protect. Safer bicycle routes exist that will eliminate the congestion and safety concerns. The George Washington Masonic National Memorial Association has offered to work with the City and community on providing a safer alternative.



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

Jackie Henderson

From: mollyrwilliams@gmail.com
Sent: Thursday, March 13, 2014 12:37 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47645: Mayor, Vice Mayor City Council As an Alexandria resident, I want to

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47645.

Request Details:

- Name: Molly Pugh
- Approximate Address: No Address Specified
- Phone Number: 7036713542
- Email: mollyrwilliams@gmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description:

As an Alexandria resident, I want to voice my enthusiastic 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,
Molly Pugh
Alexandria resident

- Expected Response Date: Thursday, March 20

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

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

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Jackie Henderson

From: william.e.pugh@gmail.com
Sent: Wednesday, March 12, 2014 10:21 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47644: Mayor, Vice Mayor City Council Dear Mayor and City Council members,

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47644.

Request Details:

- Name: Bill Pugh
- Approximate Address: No Address Specified
- Phone Number: 703-671-3542
- Email: william.e.pugh@gmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Dear Mayor and City Council members,

I enthusiastically support the proposal to install bike lanes on King Street, from West Cedar Street to Janney's Lane. Cycling is my primary mode of transportation, and there is a shortage of convenient and safe east-west routes to Old Town. From areas along Janney's Lane and areas along Seminary Road towards Quaker Lane, there is no other convenient and relatively safe route than to use King Street to access Old Town.

Bike lanes along King Street would fill in the missing gap between the bike lanes on Janney's Lane and Old Town, making this route safer for bicyclists as well as buffering the King Street sidewalks from the vehicular traffic.

Please support this proposal to improve the safety of bicyclists and pedestrians without further delay – it has received numerous recommendations from City staff and various City boards. Please vote for safer and more convenient bicycle connectivity from the southwestern parts of Alexandria to Old Town. Thank you for your attention to this issue.

Sincerely,

Bill Pugh
1200 N Quaker Ln

- Expected Response Date: Wednesday, March 19

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: jgrotte@alum.mit.edu
Sent: Wednesday, March 12, 2014 7:50 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47642: Mayor, Vice Mayor City Council With regard to the upcoming consideratio

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47642.

Request Details:

- Name: Jeffrey Grotte
- Approximate Address: No Address Specified
- Phone Number: 7035486249
- Email: jgrotte@alum.mit.edu
- Service Type: Mayor, Vice Mayor City Council
- Request Description: With regard to the upcoming consideration of bike lanes and other measures on King Street, while I have my own opinions on the matter, I also believe it is time to decide this issue one way or another. Petitions have been signed and many opinions have been heard and it is time to stop kicking this can down the road (so to speak). Please make a decision one way or another so we can all move forward. Thank you.
- Expected Response Date: Wednesday, March 19

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: resqhooves@yahoo.com
Sent: Wednesday, March 12, 2014 6:29 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47639: Mayor, Vice Mayor City Council I strongly oppose the creation of bike l

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47639.

Request Details:

- Name: *Call.Click.Connect.* Customer
- Approximate Address: No Address Specified
- Phone Number: No Phone
- Email: resqhooves@yahoo.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: I strongly oppose the creation of bike lanes on King Street and the pedestrian options to add more congestion to this section of King Street. The potential loss of parking spaces does not affect me as I do not live adjacent to King Street on either side. This is not a matter of residents losing parking spots, it's a matter of safety – a concept which bike lanes in King Street fails to uphold.

I live within a few blocks of the area under consideration and travel this stretch of King Street regularly, sometimes multiple times a day. I do bike that stretch on occasion, but far more often, I travel it via foot or car. On a bike, I certainly would not feel at all safe having to ride in the traffic lane at any time of day! Very few bicyclists use this section of King, so creating bike lanes would benefit relatively few people. Personally, when biking, I would definitely AVOID using that area at all by bike if forced to ride in the street. It's far too narrow, too heavily traveled by car, and too steep (meaning most bikers go too fast downhill and many wobble going uphill, sometimes veering towards the traffic) to safely ride in the street.

Rerouting the bike path through the Masonic Memorial grounds as proposed is a far more sensible and sane idea. Years ago, when the monument grounds were not fenced off as they are now, I frequently walked or rode my bike via this route to take the metro on a daily basis. If the property owners of the memorial grounds are again willing to allow bikers to use this route, that would be a good solution.

The proposal for better curbs and clearing obstacles from the sidewalks would be an improvement. Improving visibility for cars entering King from side streets would also be helpful (not addressed by current proposals). But a flashing crosswalk and narrowing lanes would simply add to congestion. It's really not difficult for a pedestrian to cross King or any of the side streets, but distracting drivers and taking their attention OFF the pedestrians by making congestion worse does not add to safety. I highly doubt that the person, company, or committee that recommended the flashing crosswalk and narrowing (and bike lanes!) has ever traveled this route by foot, bike, or car on a daily basis.

- Expected Response Date: Wednesday, March 19

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: chairman@fabb-bikes.org
Sent: Wednesday, March 12, 2014 4:41 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47634: Mayor, Vice Mayor City Council I am writing in support of the planned p

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47634.

Request Details:

- Name: Bruce Wright
- Approximate Address: No Address Specified
- Phone Number: 703-328-9619
- Email: chairman@fabb-bikes.org
- Service Type: Mayor, Vice Mayor City Council
- Request Description: I am writing in support of the planned pedestrian and bicycle improvements on King Street between Russell Road and Janneys Lane. Safe bicycle access on King Street is important not only to Alexandria city residents but to cyclists in surrounding communities who use this important corridor to reach popular destinations.

Thank you for helping make our communities more bicycle-friendly.

Bruce Wright
Chairman, Fairfax Advocates for Better Bicycling

- Expected Response Date: Wednesday, March 19

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: sbinde@hotmail.com
Sent: Wednesday, March 12, 2014 2:51 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47624: Mayor, Vice Mayor City Council Mayor, Vice Mayor and Council,I woul

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47624.

Request Details:

- Name: Scott Binde
- Approximate Address: No Address Specified
- Phone Number: 703-535-7356
- Email: sbinde@hotmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Mayor, Vice Mayor and Council,

I would like to bring to your attention yesterday's MWCOG TPB weekly report. It provides additional empirical support for the implementation of the complete street redesign of King Street between Russell Road and Janneys Lane to improve pedestrian and bicycle access to what MWCOG terms "underutilized rail transit" at the King Street Metro Station and VRE.

<http://www.mwcoq.org/transportation/weeklyreport/2014/03-11.asp>

The report identifies a number of rail transit stations, such as King Street, where there is opportunity to take greater advantage of unused capacity in the region's existing rail transit "with key pedestrian and bicycle improvements".

Please vote to support the King Street Traffic Calming and Bicycle Lane plan.

Respectfully,

Scott Binde
1307 Queen Street
Alexandria, VA 22314

- Expected Response Date: Wednesday, March 19

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: estherggg@gmail.com
Sent: Wednesday, March 12, 2014 1:05 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47615: Mayor, Vice Mayor City Council ONE PICTURE = 1000 WORDSI saw a youn

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47615.

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: ONE PICTURE = 1000 WORDS

I saw a young woman and her child riding one of these on Quaker Lane last Saturday. A busy traffic day, but not quite King Street; no oil tankers, heavy cargo vehicles, buses, and the like.

Car seats are heavily regulated; their, their position on the back seat, their orientation. Bike trailers are unregulated as yet. Young folks are not risk-averse.

Please don't imply that King Street is safe for cyclists. The T&P Board has found that it is NOT safe.

Please deny Mr. Baier's appeal.

- Attachment: <http://request.alexandriava.gov/GeoReport/UploadedFile.ashx/jpg/706a86ed-438b-4cf3-b94e-6f4c80d182dd>
- Expected Response Date: Wednesday, March 19

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: kris.andersen@gmail.com
Sent: Wednesday, March 12, 2014 11:31 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47598: Mayor, Vice Mayor City Council Dear Mayor, Vice Mayor, and City Cou

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47598.

Request Details:

- Name: Kris Andersen
- Approximate Address: No Address Specified
- Phone Number: No Phone
- Email: kris.andersen@gmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description:

Dear Mayor, Vice Mayor, and City Council,

I strongly support the traffic calming project on King Street.

We shouldn't pretend that this decision is about anything other than a choice between (1) designing a street that is safer for all traffic users or (2) providing convenient parking options for residents.

I live in the Taylor Run neighborhood, a few blocks west of this section of King Street. I travel this section almost daily, usually driving or walking. My neighbors on King Street are nice people, and I'm sympathetic to the fact that this project will remove a convenience they have long had.

I do not support removing on-street parking without careful deliberation, even though it is in the public right of way. I also do not begrudge homeowners on King Street for opposing this project and being extremely vocal in their opposition. (An editorial in the Wall Street Journal? Come on, you have to be impressed.)

If I felt their concerns had not been fully considered and appreciated in this process, I would not support this project.

In this case, however, the simple fact is that these parking spaces are dramatically underused (on average less than 3 of the 27 spaces), and a better design for the street is on the table.

We can quibble all day about the new design. Maybe the new design is unsafe because of reason X? Or a better path for bicycles is actually route Y? There is no way to fill in the blanks for X and Y that hasn't been publicly discussed, carefully considered, and ultimately rejected as part of this process.

I've personally been to three of the nine public meetings on this project. At each meeting the same ideas are repeated over and over and over, and people are getting nasty (to understate it). This is an easy plan to implement -- we're talking about paint stripes on the road, after all, not major construction. There is little risk in implementing and evaluating this plan for a trial period. The idea that more discussion is needed is tragically laughable in light of the extreme attention this project has received.

I appreciate that parking on King Street will be less convenient with this plan, and that homeowners will have to park in the 2500 block of King Street or on side streets. That is absolutely less desirable than in front their houses, and should not be overlooked. However, we should not be distracted or bullied to overlook the fact that these parking spaces are not usually used and a well vetted plan exists -- vetted both by the public and by traffic

engineering experts. The Concept 2 plan is a compromise between the desire to design a safer street for all traffic users and the desire to provide convenient parking options for residents. I strongly encourage you to support it.

Sincerely,

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

- Expected Response Date: Wednesday, March 19

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: csfaherty@gmail.com
Sent: Wednesday, March 12, 2014 10:24 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47576: Mayor, Vice Mayor City Council RE: King Street Bike Lane ProjectI'm

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47576.

Request Details:

- Name: Corey Faherty
- Approximate Address: No Address Specified
- Phone Number: 6082173451
- Email: csfaherty@gmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: RE: King Street Bike Lane Project

I'm writing to express my support for the King Street Bike Lane Project. I've been living in Alexandria for just under eight years. I work three blocks from the proposed bike lane project and walk or bike to work every day. The local issue that I care most about is expanding transportation options for non-drivers, and the results of the vote this weekend will therefore determine my vote in future City Council elections.

Thank you.
Corey Faherty

- Expected Response Date: Wednesday, March 19

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: boydwalker2012@gmail.com
Sent: Wednesday, March 12, 2014 9:29 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47566: Mayor, Vice Mayor City Council Statement for City council docket item 1

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47566.

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: Statement for City council docket item 11 on March 15th
- Attachment: <http://request.alexandriava.gov/GeoReport/UploadedFile.ashx/docx/fb540dfe-d7e8-4d35-8b0b-fb1c727c462e>
- Expected Response Date: Wednesday, March 19

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

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Dear Alexandria City Council,

I know you have before you a very tough issue that pits a neighborhood of seemingly united residents against what they have characterized as the narrow interest of bicyclists. I have attended a Traffic and Parking Board meeting and the Planning Commission discussion of this issue. I am also a resident of King St., although not the section where the changes have been proposed, but I do travel this section of King St. once or twice a day, usually in connection of getting my daughter to and from TC Williams. So it is from this perspective that I speak to you today.

I support the proposed addition of bike lanes and pedestrian improvements along King St. because they will improve safety for bicyclists and pedestrians, support non-polluting modes of transportation, support healthy exercise in our daily lives, and because it is the right thing to do. There are reportedly 13,000 cars that use this street on a daily basis vs. 12 bicycles an hour, not a very compelling argument to favor bicycles, but there is more to it than that. First, bicycles are vehicles, as a resident argued in the Alexandria Gazette last week, but a very different kind of vehicle than a car. No one beginning to learn to ride a bicycle would be told to go ride in traffic. Bicycles by design are lightweight, narrow, take less room, have no exhaust, and when they do collide with a car I would guess more damage is done to the bicyclist, on average, than the car. To say that they are vehicles and therefore should always ride with traffic is a crude comparison of vehicles. To protect bicyclists, riders, pedestrians, and vehicles from collisions with bicyclists this is a very appropriate place to put bike lanes.

One of the reasons for these lanes is to provide a better route to Metro for bicyclists. With an increase in bike commuters to public transportation this will help us all by keeping more cars off the road. Our Metro stations are underutilized in comparisons to other stations in the Metro system so providing more ways to get there is important. I see many people using this section of King Street to walk and bike to and from Metro, regardless of the steep hill. But I would also like to see a way for more students to ride their bikes to TC Williams, and more recreational bicyclists out using this trail, which will now be safer for families to ride together. From Janneys to TC William's would be a very appropriate place to add "sharrows" because with two lanes in both directions cars can easily pass a cyclist in the curbside lane. But "sharrows" are largely ignored and are essentially useless on a road with only one travel lane. There is nowhere for the bicyclist to go but in traffic.

But let us also talk about pedestrians and some of the pedestrian improvements that are part of this package and in response to concerns of residents. Unfortunately any straight away seems to be an invitation to go at faster speeds than posted, even when coming down King St. where most drivers know there will be cars backed up at the light. It also then becomes tempting to run the light at Upland Pl., but this is an important pedestrian crossing that will be improved with pedestrian countdown signals, and flashing crosswalk lights. Even when a pedestrian is not there, it will help slow down drivers, as the similar crossing by the Braddock Metro does. It will also include four new crosswalks at the streets that enter King St. Lastly, there were many calls for speed bumps to slow down drivers, and since these adversely affect and are not allowed on emergency vehicle routes I see there is consideration of a speed

board. There is also an addition of a speed light. These improvements are the result of neighborhood concerns and suggestions.

As for alternative routes for bicyclists, it is great that there will be an alternative route through the neighborhood and the Masonic Temple Grounds. A gentler hill and a more family friendly alternative should be very welcome, but the suggestion that cars should get the shortest route between two points and bicyclists should have to take longer routes is ludicrous. In this way, bicyclists and drivers are similar, in that they both want to take the shortest route to their destination. Bicyclists often sacrifice time as their journeys in the morning and afternoon commute probably take longer than most vehicles, and since they are under their own power, want to conserve as much energy as possible. I am not a bike commuter now, as my work keeps me right in Old Town for the most part, but I have bike commuted from Old Town to DC and so appreciate the hard work it takes to travel car free. Also, having been a volunteer in two Alexandria Arlington Community bike Rides and observed the crowds at Market Square on Bike To Work days, I know there are a lot of bike commuters out there, and it is a growing form of commuting. Alexandria should also be proud to have been at the forefront of bicycling when Ellen Pickering and Barbara Lynch built a 200 yard trial path that convinced the National Park Service to build the Mt. Vernon Bike Trail along the parkway. There are now over 250 miles of bike trails in the DC area thanks to that early effort. We should continue that tradition of continuing to promote positive change that is good for all of us.

Lastly, as I drive (and I might be inspired to bike if there is a lane) up and down King St. I have imagined that someday we will not just have improvements to the roads and crosswalks but will have wider more attractive sidewalks, pedestrian level lamps, instead of highway lighting, and will have a beautiful elegant entrance to Old Town that will be a pleasure to drive through, not a chore. We need not only complete streets but attractive streets that contribute to the public space we all share.

Boyd Walker

Jackie Henderson

From: patty.craley@gmail.com
Sent: Wednesday, March 12, 2014 9:17 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47561: Mayor, Vice Mayor City Council I support the plans developed by the cit

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47561.

Request Details:

- Name: Patricia Craley
- Approximate Address: No Address Specified
- Phone Number: 7034898248
- Email: patty.craley@gmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: I support the plans developed by the city to calm traffic on King Street (near the Masonic Memorial), because I ride this section of roadway and would appreciate the additional safety of a bike lane. I would very much appreciate your support to ask City Council approve the project.
- Expected Response Date: Wednesday, March 19

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: jimandcarey48@comcast.net
Sent: Wednesday, March 12, 2014 7:27 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47543: Mayor, Vice Mayor City Council Mayor, Vice Mayor, Council Members and C

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47543.

Request Details:

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

Yesterday, I shared my reason for being passionate about the King Street Traffic Calming plan, namely, the pedestrian safety perspective, as explained in my letter. Today, I would like to share a decision-analysis framework that I have used for 16 years in helping government decision-makers make important decisions. It is similar to a framework that a Council member described from the dais, and that he recommended be routinely used. I hope you agree with the approach suggested in this note and it's applications to the King Street Traffic Calming plan.

First, identify any issues that can be handled separately. A candidate issue in this case is how the civic engagement for the project was conducted. Did all concerned have ample opportunity for their views to be considered? If so, then separately consider the merits of the City's Plan; if there were aspects of the civic engagement process that could be done better, then address those aspects separately. Greg Cota, Traffic and Parking Board member, separated these two issues in his decision process and hence was able to vote to approve the City's plan.

Second, ensure that the problem statement is understood, i.e. what needs to be fixed. Here are 5 problems to be addressed from my perspective:

1. Excessive traffic speeds
2. Lack of pedestrian buffers on the south side, considered essential along arterial streets.
3. Co-mingled modes, for example, pedestrians with bikes, bikes with cars.
4. Difficulty in safely and conveniently crossing King Street.
5. Lack of safe and direct access to the City's transit options near the King Street Metro

Third, consider the options and associated pros and cons for those options.

Applying this framework to the King Street project, there are two book end options, setting aside the status quo which all agree is unsafe. On one hand is Staff's original proposal with Full bike lanes, and removal of 37 parking spaces; on the other hand are plans that retain all 37 parking spaces, without meaningful traffic calming, adequate pedestrian buffers, or routes that are both safe and direct. In the middle, there is an option that provides 13 parking spaces, including 10 on the north side of King Street where data shows a need for at most 6 parking spaces. Traffic is calmed, adequate buffers are created, and safe and direct routes are provided.

Additional delay will not materially change the nature of these options. While BPAC would prefer the City's original plan, we ask you to decide to implement the solution that Staff has recommended. The City's plan has been developed by professional engineers, and peer reviewed to ensure it met or exceeded standards. More than 700 Alexandria residents (and counting) have signed a petition agreeing with the City's plan. I ask that you apply the

framework outlined in this note, and reach the same conclusion.

Thanks you,
Jim Durham
622 Fort Williams Pkwy, Alexandria, VA 22304

- Expected Response Date: Wednesday, March 19

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: len.rubenstein@gmail.com
Sent: Tuesday, March 11, 2014 6:06 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47532: Mayor, Vice Mayor City Council Dear Mayor Euille and members of Council

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47532.

Request Details:

- Name: Len Rubenstein
- Approximate Address: No Address Specified
- Phone Number: 703 217 2991
- Email: len.rubenstein@gmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Dear Mayor Euille and members of Council,

I am writing about the proposal for bike lanes on King Street. I think it is unfortunate that you have to address this issue at the Council level, especially when you're in the midst of difficult choices on the budget. In my view, this should be a staff decision based on transportation plans and safe streets commitments. But as you are taking this on I would like to share a unique vantage point as a 30 year resident of W. Cedar Street, at the foot of King Street, as a cyclist who has biked up and down King Street and throughout the city for decades, and as someone in the field of public health.

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

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

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

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

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

Which brings me to parking. On my own street, parking is permitted on only one side of the street and I lack a driveway. Yet walling a few dozen yards to my car on occasion is only a minor inconvenience. Also, since this

controversy began I have paid attention to the number of cars parked on King Street, as I drive up and down King Street regularly. I am also surprised that parking spaces are such a huge issue when they are not used. Even as the hearing approached, I have never seen more than 3 cars parked on the section of King Street where parking will be eliminated; usually it's zero or 1. That is not a surprise as most of the houses in the bike lane section face Northview Terrace, not King Street. The parking situation is different at the top of the hill, but in that area the spaces will be preserved.

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

Sincerely

Len Rubenstein
17 W Cedar Street

- Expected Response Date: Tuesday, March 18

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Jackie Henderson

From: sue@dingwell.net
Sent: Tuesday, March 11, 2014 5:52 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47531: Mayor, Vice Mayor City Council Dear Mayor and Council members, I wish t

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47531.

Request Details:

- Name: suzanne dingwell
- Approximate Address: No Address Specified
- Phone Number: 561 818-9654
- Email: sue@dingwell.net
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Dear Mayor and Council members, I wish to express strong support for the King Street Calming Project which will be discussed this Saturday. To my mind the bottom line is this. King Street is a public right-of-way maintained by tax-payer money, not a private parking spot. Those parking places in dispute do not serve any broad public interest, only the residents of the houses there. The King Street Calming Plan, in full accord with the goals already formulated with such care for Alexandria's Complete Streets will be a huge public benefit to all users of that main thoroughfare. Please give it a yes vote.
- 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: sue@dingwell.net
Sent: Tuesday, March 11, 2014 5:52 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47531: Mayor, Vice Mayor City Council Dear Mayor and Council members, I wish t

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47531.

Request Details:

- Name: suzanne dingwell
- Approximate Address: No Address Specified
- Phone Number: 561 818-9654
- Email: sue@dingwell.net
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Dear Mayor and Council members, I wish to express strong support for the King Street Calming Project which will be discussed this Saturday. To my mind the bottom line is this. King Street is a public right-of-way maintained by tax-payer money, not a private parking spot. Those parking places in dispute do not serve any broad public interest, only the residents of the houses there. The King Street Calming Plan, in full accord with the goals already formulated with such care for Alexandria's Complete Streets will be a huge public benefit to all users of that main thoroughfare. Please give it a yes vote.
- Expected Response Date: Tuesday, March 18

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Jackie Henderson

From: wagnerek@gmail.com
Sent: Tuesday, March 11, 2014 4:21 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47508: 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 47508.

Request Details:

- Name: Eric Wagner
- Approximate Address: No Address Specified
- Phone Number: 703-549-5261
- Email: wagnerek@gmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Dear Mayor Euille, Vice Mayor Silberberg, City Councilors,

Please approve the compromise proposal at the March 15 public hearing. Time is overdue for safety on that stretch of King Street.

King Street is in desperate need of traffic calming and safety improvements for pedestrians, bicyclists and motorists. City staff has done a thorough, professional and admirable job in designing and communicating the proposals. Initially, staff proposed a concept with bike lanes going the whole stretch of the section in question. Based on input from citizens, they provided a compromise proposal on which you are to decide on Saturday. While I believe the original proposal is the better alternative for safety, Concept 2 implements important aspects of the plan and you should vote for it. Please keep in mind that you are voting on the compromise already.

Worst case scenario if the implementation doesn't work out after a year (of course it will work out splendidly)? Restripe King Street...

In the meantime, vote for traffic calming and safety on King Street.

BTW, when I write "traffic calming" or "safety" I am referring to results that have been shown to materialize in many cities around the country (and even in Alexandria itself!) who have implemented similar scenarios. There are countless studies on the subject and I would be happy to send you more information if you so desire. A sound factual foundation is something that I have not seen in the King Street parking proponents' arguments.

I trust you to do the right thing on Saturday.

Best regards,

Eric Wagner
18 West Uhler Avenue

- Expected Response Date: Tuesday, March 18

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Jackie Henderson

From: durkinkj@gmail.com
Sent: Tuesday, March 11, 2014 3:05 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47491: Mayor, Vice Mayor City Council Please approve the King street bike lane

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47491.

Request Details:

- Name: Kevin Durkin
- Approximate Address: No Address Specified
- Phone Number: 703-395-0516
- Email: durkinkj@gmail.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Please approve the King street bike lanes... thank you
Kevin Durkin
durkinkj@gmail.com
- Expected Response Date: Tuesday, March 18

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Jackie Henderson

From: andy@bikeleague.org
Sent: Tuesday, March 11, 2014 2:48 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47487: Mayor, Vice Mayor City Council Attached is a letter of support for the

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47487.

Request Details:

- Name: Andy Clarke
- Approximate Address: No Address Specified
- Phone Number: 202-822-1333
- Email: andy@bikeleague.org
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Attached is a letter of support for the King St bike lane project being decided by the city council on March 15.
- Attachment: <http://request.alexandriava.gov/GeoReport/UploadedFile.ashx/pdf/c4537c20-1579-4d10-8af6-03b03b5b29d7>
- Expected Response Date: Tuesday, March 18

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March 11, 2014

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

1612 K STREET NW, SUITE 308
WASHINGTON, DC 20006
202-822-1333 | 202-822-1334 fax

WWW.BIKELEAGUE.ORG

Dear Mayor Euille and City Council Members,

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

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

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

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

Sincerely,

Andy Clarke
President

Jackie Henderson

From: scott.binde@gmail.com
Sent: Tuesday, March 11, 2014 2:44 PM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47485: Mayor, Vice Mayor City Council Dear Mayor, Vice Mayor and Council:W

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47485.

Request Details:

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

When you deliberates the fate of the King Street Traffic Calming and Bike Lane plan on March 15th you will have many examples of similar successful redesigns to draw upon. The city's plan is neither cutting edge nor untested theories. Similar traffic calming and safety measures have been successfully implemented in many US cities, including Alexandria. I have personal experience with the recent successful redesign of Slaters Lane.

Slaters Lane used to have some of the same challenges that King Street has today between Janneys Lane and Russell Road: a high percentage of cars traveling well over the speed limit, pedestrians on sections of narrow sidewalks immediately adjacent to fast moving motorists with no buffer zone, and unsafe conditions for bicyclists. But today Slaters Lane is a civilized and safe corridor. How were these improvements achieved?

When Slaters Lane was recently resurfaced, one of the two underutilized eastbound travel lanes was redesigned to provide a bike lane in each direction. Today bicyclists travel safely in their own space without conflicts with pedestrians or cars, pedestrians have a buffer between themselves and motorists, and motor vehicle traffic has been calmed. A win, win, win situation. I know this to be true because I witness it every day on my bicycle commute between DC and my home in Old Town, using the direct and safe connectivity now provided by Slaters Lane.

The city's Traffic Calming and Bike Lane project will provide a similar win, win, win solution for this section of King Street. Underutilized parking space would be redesigned so that pedestrians will have a buffer from motor vehicles, cyclists will have a direct and safe route, traffic will be calmed, and all modes will benefit from the predictability that comes with allocating each mode its separate space. With the implementation of the city's plan I look forward to a safer, calmer King Street, just as Slaters Lane is now safer and calmer.

Scott Binde
1307 Queen Street
Alexandria, VA
703-535-7356

- Expected Response Date: Tuesday, March 18

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Jackie Henderson

From: jjkingconsulting@gmail.com
Sent: Tuesday, March 11, 2014 11:34 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47442: Mayor, Vice Mayor City Council March 10, 2014 Mayor Euille and City

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 47442.

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: March 10, 2014

Mayor Euille and City Council,

I am writing to you as Vice Chair for Pedestrians of the Alexandria Bicycle and Pedestrian Advisory Committee (BPAC) to request that you support Mr. Rich Baier's decision to proceed with the Traffic Calming project on King Street.

While there are many questions you may have had or heard about this project, here are three fundamental questions, the answers to which suggest it is time to move forward.

Question #1. Is the decision consistent with City Council approved objectives and policies. Yes.

Question #2. Are we confident that the decision is technically sound? Yes.

Question #3. Was the engagement process consistent with the proposed principles of civic engagement as derived from the What's Next Alexandria project. Yes.

Based on these questions and answers, it should be clear that it is time to move forward and implement Mr. Baier's decision. This letter provides rationale for the answers to each of these questions.

Question #1 -- Is the decision consistent with City Council approved objectives and policies. Yes.

The City's Transportation Master Plan and Eco City goals and objectives are two City-Council approved policies that emphasize and encourage access to transit and increased use of non-single-occupancy-vehicle transportation in Alexandria. By improving safety for pedestrians and cyclists in an access-to-Metro corridor, the King Street project is completely aligned with and consistent with these policies, as noted by the Transportation Commission and the Environmental Policy Commission.

The City's Complete Streets policy sets forth principles for systematically updating our streets to ensure safety for all, starting with pedestrian safety. The lane narrowing, and addition of bike lanes to encourage more cycling are proven measures to slow traffic, and also provide separation for pedestrians from motor vehicle traffic. The King Street project provides safety for all, starting with pedestrian safety, consistent with the Complete Streets policy.

Question #2 -- Are we confident in the technical components of the project? Yes.

First, the City has staffed its Transportation Department with credentialed Engineers, with the education, training and experience to apply that experience to the tough engineering challenges in Alexandria's transportation network. We have confidence in the technical abilities of T&ES staff.

Second, there is a preponderance of evidence that lane narrowing and bike lanes will improve safety in cases like this. For example, Bike lanes are a proven safety measure to reduce conflicts between cars and bicycles [1]. Studies also indicate that safety improves when there are more cyclists and pedestrians: "The likelihood that a given person walking or bicycling will be struck by a motorist varies inversely with the amount of walking or bicycling" [2].

Third, independent peer-reviews indicated that the City's King Street Traffic Calming plan is technically sound.

Question #3 -- Was the engagement component of the process consistent with the proposed principles of engagement as derived from the What's Next Alexandria project. Yes.

The Civic Engagement resolution, approved on 25 January, sets forth three objectives to be met "prior to the adoption of public policies which will significantly impact the quality of life of members of the community".

(1) The nature of the proposed policy or action has been fully disclosed,

(2) The public has had reasonable opportunity to be informed, consulted, involved, or to collaborate on the proposed action, and

(3) The decision-making body has had sufficient opportunity fairly to consider and reflect before acting.

City staff began its civic engagement on the project in June 2013, meeting with the Taylor Run Civic Association on 12 June 2013. On 18 September 2013, City Staff held a public meeting to fully disclose the proposed actions, developed over the summer. As a result of the public comments received, City Staff delayed their decision and developed a modified proposal as a compromise between public concerns expressed from opposing perspectives, while ensuring that safety remained paramount. This compromise plan was presented in a 30 October public meeting, and posted on the City's Web site. For the next four weeks, members of the public continued to provide questions and comments. Reportedly, City staff received more than a 200 letters about the project, most supporting the compromise plan. Additionally the Traffic and Parking Board minutes of 25 November reflect that 56 members of the public spoke at a public hearing on this project, 40 supporting the plan and 16 opposed. Over the ensuing weeks, the decision maker for this case, Mr. Baier further considered and reflected the issues before acting. He went further and also provided the public a summary of the decisions, the decision making process and the associated rationale for his decision. The decision was most importantly about safety, so Mr. Baier went further to have the plan peer-reviewed by a professional engineering firm and also reviewed by a Complete Streets expert from a nationally-recognized organization.

In our view, Mr. Baier not only met, but exceeded the proposed objectives for civic engagement in what is essentially an engineering decision, more than a "public policy" decision. To expect City Staff to provide a greater amount of engagement in each engineering decision that impacts the public would significantly impede the ability of the T&ES Staff to address the myriad of other transportation projects that are waiting for staff time and attention.

In summary, the King Street decision is consistent with City policies, is technically sound and included a civic engagement process that exceeds the expectation in the proposed Civic engagement policy. Let's move forward.

Jerry King

Vice Chair, Alexandria Bicycle and Pedestrian Advisory Committee (BPAC)

703 362 7673

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

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

- Expected Response Date: Tuesday, March 18

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Jackie Henderson

From: altoflyer@comcast.net
Sent: Tuesday, March 11, 2014 9:37 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47411: Mayor, Vice Mayor City Council I think that the idea of putting bike la

Dear *Call.Click.Connect.* User

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Request Details:

- Name: Amy Smith
- Approximate Address: No Address Specified
- Phone Number: 571 278 0090
- Email: altoflyer@comcast.net
- Service Type: Mayor, Vice Mayor City Council
- Request Description: I think that the idea of putting bike lanes onto King Street is a sensible idea and one that will provide multiple benefits. Safety, emissions reduction, improved activity levels when people are encouraged to ride instead of drive.
- Expected Response Date: Tuesday, March 18

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Jackie Henderson

From: Jim Durham <jimandcarey48@comcast.net>
Sent: Tuesday, March 11, 2014 9:01 AM
To: William Euille; Allison Silberberg; John Chapman; Timothy Lovain; Paul Smedberg; Justin Wilson; Del Pepper; Rashad Young
Cc: Rich Baier; Hillary Poole; Jackie Henderson; 'Jim Durham'
Subject: My Passion for Pedestrian Safety on King Street
Attachments: 2014-0311 King Street Pedestrian Stories.pdf

Mayor, Vice Mayor, Council Members and City Manager

I am writing a personal note this morning to share the reasons for my passion about pedestrian safety on King Street. The attached letter contains personal stories that help put a face on the issues for me.

I concluded that some of the most important pedestrian safety improvements in the City's plan are derived from bike lanes on King Street: slower traffic, an essential pedestrian buffer (on both sides of the street) and a direct on-street bike route to greatly reduce, if not eliminate, bike-pedestrian conflicts on the sidewalks. I ask that you read my attached letter to understand, and hopefully share, my passion for the importance and urgency of the City's plan to address pedestrian safety.

Thank you.

Jim Durham
622 Fort Williams Pkwy,
Alexandria, VA, 22304

March 11, 2014

Mayor, Vice Mayor, Council Members and City Manager

This personal note shares my reason for being passionate about safety on King Street, namely, the pedestrian perspective, more than anything else, as explained below.

In late September, 2013, I spent a few hours on each of two afternoons on King Street near Upland Place. I experienced King Street as a pedestrian. I also talked with people who used King Street, including, but not limited to those with King Street addresses. These experiences opened my eyes to things I had not seen when I was just "passing through" on either my bicycle or in my car, and they illustrate why I am passionate about the City's plan for improving pedestrian safety on King Street.

The following 3 examples put a face to issues such as the need for slowing traffic, providing a buffer for pedestrians, and improving crossing safety and convenience.

- (1) The first example is a mother of 3 small children who lives on Putnam Place and takes her children to the Amtrak Station to watch trains. With the immediate proximity of the sidewalk to the motor vehicle lanes and the excessive traffic speeds, she judges that it is unsafe to walk there with children, so she drives. The City's plan would enable her to walk along King Street safely with her children; other options do not.
- (2) The second example is an Au Pair, taking care of children who reside south of King Street. She wanted to cross the street, at a crosswalk, so the children could play in the park. She waited, and waited for cars to stop, but they did not. Finally, I stepped in front of traffic (in a neon jersey) so they could cross the street and the children could play in the park instead of being stuck next to traffic. Yes, planned signalization will help. But so will narrowing the traffic lanes and moving the east-bound lane away from the curb, as a bike lane would.
- (3) My third example is a commuter who walks from the Metro to her job at Woodbine, providing services for the elderly. The attached photos provide views of her access to transit. Does this look safe to you? It doesn't to me. The 2008 Transportation Plan prescribed buffers as "essential" along Alexandria's arterial roadways for pedestrian safety. This section of King Street is annotated with the note, "Create buffer" as the approved safety improvement per the 2008 Pedestrian and Bicycle Mobility Plan. Isn't it time to implement these previously-prescribed pedestrian safety measures in our plans?



Pedestrian view looking West on King Street

To be fair, there is a 4th story, this one about a resident on the north side of King Street, that illustrates one of the impacts of creating a 4-foot pedestrian buffer on the south side of the street. Driving west, a resident pulls over in front of her house, then backs up into her driveway. She has a safety concern about access to her driveway, a principal use of the parking spaces in front of her house. The City's plan includes a 5-foot bike lane (in place of the 7-foot parking lane) to address her concern. Additionally, the bike lane provides greater visibility compared to parking more cars here as some have suggested. The City's solution is not perfect, but my neighbors on Seminary Road would be ecstatic if they could have a 5-foot buffer from the traffic lane to help them more safely get into and out of their driveways.

Some of the most important pedestrian safety improvements in the City's plan are derived from bike lanes on King Street: slower traffic, an essential pedestrian buffer (on both sides of the street) and a direct on-street bike route to greatly reduce, if not eliminate, bike-pedestrian conflicts on the sidewalks. I ask that you share my passion for the importance and urgency of the City's plan to address pedestrian safety and approve the King Street Project on Saturday. Thank you.

Jim Durham
622 Fort Williams Pkwy,
Alexandria, VA, 22304

Jackie Henderson

From: dj_scorched_earth@yahoo.com
Sent: Tuesday, March 11, 2014 8:44 AM
To: City Council; City Council Aides; Jackie Henderson; Community Relations
Subject: Call.Click.Connect. #47399: Mayor, Vice Mayor City Council Dear City Council,I am writing to vo

Dear *Call.Click.Connect.* User

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Request Details:

- Name: Jake Jakubek
- Approximate Address: No Address Specified
- Phone Number: 202-556-0431
- Email: dj_scorched_earth@yahoo.com
- Service Type: Mayor, Vice Mayor City Council
- Request Description: Dear City Council,

I am writing to voice my support for the Traffic Calming Project on King Street which is on the docket for the hearing on Saturday. The proposed changes to the road will make King Street safer for pedestrians, bicyclists, and motorists and will reduce conflicts between different modes of transit. The bike lanes will also contribute to larger Eco City Alexandria goals by improving facilities for pedestrian and bicycle modes of transit. This project also forms a pillar of the Complete Streets policy which I urge you to follow through with.

The city staff who designed the project have been consummately professional; their expertise has been put to the test in fashioning the design of the project and the ultimate compromise plan being debated on Saturday. This compromise does accommodate the needs of people for parking in that neighborhood and thus serves the city residents equitably and impartially.

I fully support this project, the implementation of Complete Streets and urge the members of city council to do so as well. Please build it now.

Jake Jakubek

- Expected Response Date: Tuesday, March 18

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