

King Street Complete Streets Project

What will make your experience on King Street complete?

All Responses sorted chronologically

As of February 29, 2016, 7:54 AM



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King Street Complete Streets Project

What will make your experience on King Street complete?

As of February 29, 2016, 7:54 AM, this forum had:

Attendees: 1023

All Responses: 758

Hours of Public Comment: 37.9

This topic started on February 12, 2016, 12:36 PM.

King Street Complete Streets Project

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Responses

What is your zip code?

		%	Count
22301		20.4%	155
22302		33.5%	254
22304		10.4%	79
22305		7.5%	57
22311		0.9%	7
22312		1.6%	12
22314		18.2%	138
I don't reside within any of the zip code areas listed above.		7.4%	56

Do you live within the project area?

		%	Count
Yes		26.3%	199
No		73.7%	559

Other than your place of residence, what is your main destination on King Street?

		%	Count
School/Daycare		18.3%	138
Place of Worship		4.1%	31
Recreation Center/Park		18.7%	141
Work		12.2%	92
Social		17.0%	128

King Street Complete Streets Project

What will make your experience on King Street complete?

		%	Count
No destinations--I use King Street to travel elsewhere.		29.6%	223

What are your top priorities for this project? Please choose no more than three answers.

		%	Count
Improve pedestrian safety near TC Williams		44.3%	336
Reduce vehicular speeding		40.0%	303
Provide safer crossings for pedestrians		58.2%	441
Provide more accessible transit stops		8.3%	63
Provide a safe and accessible bicycle facility		40.0%	303
Provide greater separation between vehicles and pedestrian		25.2%	191
Maintain comparable travel times for drivers		29.8%	226

What intersection safety improvements are most important to you?

		%	Count
safer & shorter street crossings		57.3%	425
planted pedestrian islands		38.0%	282
left turn only lanes		33.6%	249
slower speeds of turning vehicles		42.9%	318
none—not in favor of any improvements		18.3%	136

King Street Complete Streets Project

What will make your experience on King Street complete?

What intersections are in need of the most improvement?

		%	Count
Janney's Lane		42.6%	263
Melrose Street		14.7%	91
Albany Avenue		2.9%	18
Tuckahoe Lane		8.3%	51
Scroggins Road		39.5%	244
Quincy Street		9.1%	56
Chinquapin Drive		40.4%	249
Kenwood Avenue		42.1%	260
Radford Street		9.1%	56

What option do you prefer?

		%	Count
Option 1: Complete Street Maintenance		21.1%	160
Option 2: Pedestrian Accessibility Intersection Enhancements		9.4%	71
Option 3: Complete Streets Corridor Improvements		65.8%	499
none of the above (please comment below)		3.7%	28

If you responded "none of the above," or have comments on any of the options, please use this box to respond.

Answered	210
Skipped	548

King Street Complete Streets Project

What will make your experience on King Street complete?

If you responded "none of the above," or have comments on any of the options, please use this box to respond.

Name not shown inside City of Alexandria (on forum)
February 12, 2016, 2:01 PM

Only option 3 provides a significant safety improvement for all users. The other options continue to put the convenience of cut-thru driving commuters ahead of Alexandrians' safety.

Name not shown inside City of Alexandria (on forum)
February 12, 2016, 2:40 PM

Increase capacity for bicycling traffic

Sue D Gunter inside City of Alexandria (on forum)
February 12, 2016, 4:04 PM

Option 3 addresses safety issues for all users.

Name not shown inside City of Alexandria (on forum)
February 12, 2016, 6:17 PM

Reducing the speed limit is critical. Relook at Melrose, very complicated with cars peds and the 2 driveways across and out of alignment with Melrose may be grounds for a signal.

Name not shown inside City of Alexandria (on forum)
February 12, 2016, 7:22 PM

My family and I have lived at King and Janneys for 25+ years. We fully understood when we bought our home that we purchased a home on one of the City's few through streets/thoroughfares. It was important to us in 1990 and it remains important to us today to actually be able to drive through Alexandria expeditiously. Now, though, we face new residents and non-vehicular commuters who insist their rights trump those of us who have lived here and observed the rules of the road for a long time. There is no one who lives on the King Street Corridor who can claim they didn't know they would be living on a very busy street when they bought their home. Likewise, we have cyclists who contend their right to ride a bike whenever and where ever they desire trumps the right of drivers to be able efficiently to move within Alexandria. King Street was made 4 lanes for a reason. Those living, working, and running businesses in the city need some efficient roads to take traffic through and around the city. It is astonishing that the city administration has increasingly lost sight of this. If this continues the economic impact on businesses and then residents who will be forced, again, to make up the lost commercial tax will choke the city economy.

Name not available (unclaimed)
February 13, 2016, 9:46 AM

King Street Complete Streets Project

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I believe that the pedestrian cross walks from Option 2 or 3 can be done in conjunction with Options 1. The city seems to give the impression that it is all or none. That should not be the case.

Name not shown inside City of Alexandria (on forum)
February 13, 2016, 10:03 AM

Speeds on this section of King Street are too fast and the city needs to take action to reduce them. We have kids who walk to/from TC Williams and many times it's dangerous for them. Also Speed limits are not enforced by APD. We need a 25 mph speed limit on all of King St.

Name not shown inside City of Alexandria (on forum)
February 13, 2016, 11:20 AM

Bike lanes are unnecessary and would create traffic delays and safety concerns for King St. residents pulling onto and off the street. I am a King St. resident that will be directly affected by this project and I am strongly against bike lanes. There is no need for dedicated bike lanes; building them will not increase bike riders on King St., and only waste taxpayer dollars. What is the cost difference between the three options? To make a fully informed decision, the tax-payers should be informed about the costs for each option.

Name not available (unclaimed)
February 13, 2016, 1:16 PM

The current two vehicle traffic lanes in each direction should be maintained. The westbound left turn lane at King and Janney's backs up traffic westbound and the intersection was not a problem until the left turn only lane. Please remove it.

Name not shown inside City of Alexandria (on forum)
February 13, 2016, 1:27 PM

Two vehicle travel lanes should be maintained in each direction. The recent left turn only lane at King and Janney's westbound was not needed and creates backups where none existed previously. Maybe put in to lead into Options 2 and 3?

Name not available (unclaimed)
February 13, 2016, 1:32 PM

Bike Lanes need to be physically separated from the Drive lanes. Option 3 should have raised concrete barrier between bikes and cars; a 2' painted buffer will only be driven over by cars and will allow cars to park in bike lane.

Name not shown inside City of Alexandria (on forum)
February 13, 2016, 5:27 PM

Option 3 has the best pedestrian improvements overall, including the greatest separation of pedestrians from

King Street Complete Streets Project

What will make your experience on King Street complete?

traffic, with minimal impact on vehicle speeds.

Name not shown inside City of Alexandria (on forum)

February 13, 2016, 5:38 PM

King St. should be left as is, 2 lanes in each direction.

There should be a way to mix and match items from each option. It should not be all or nothing.

There is already separation of vehicles and pedestrians. There are wide sidewalks along this entire corridor. There is even a median strip of grass between the curb and the sidewalk along pretty much the entire corridor, the only exception is in front of Ivy Hill Cemetery.

There is no need for any bike lanes along this corridor. Students going to TC Williams as well as any other people that ride bicycles can ride on the sidewalks if they don't feel comfortable riding in the street. The road is wide enough for sharing the road and for allowing the 3 foot passing rule.

Do not use the "if they build it they will come" theory. There should be specific data or criteria used to determine if a bike lane is warranted. At this time it doesn't appear that the city has data to support adding bike lanes in this corridor.

Include pedestrian improvements with Option 1. clearly marking crosswalks at all streets (Radford, Kenwood, Scroggins, Tuckahoe, Albany, Kings Cloister Ct., Hermitage, and Melrose).

Add a flashing pedestrian beacon at Melrose.

Lower the speed limit to 25 mph in this entire stretch.

Consider dedicated left turn arrows at the current traffic lights (and lanes) at Kenwood and Chinguapin Drive to allow for turning into TC Williams. This would help traffic flow much more easily into the school especially for the morning drop off and afternoon pick up.

Please add or build a cut out in front of TC to create a right turn lane from King St. onto Chinguapin Dr. (there is one at Kenwood to turn into the front of TC)

Do not move the bus stop on King at Kenwood to the other side of the intersection. That is too far for students to walk. They won't use it and it will create more students running across the street.

Do not take away the ability to take a left turn from King St. onto Kenwood. Taking away this turn would create additional back ups at the lights at Quaker and Braddock.

Name not available (unclaimed)

February 13, 2016, 5:47 PM

King Street is a major throughfare and just needs to be paved and left alone!!!!

Name not shown inside City of Alexandria (on forum)

King Street Complete Streets Project

What will make your experience on King Street complete?

February 13, 2016, 8:01 PM

Option 3 will offer the most benefits to all users of the roadway. People walking, cycling, and driving will have a more pleasant experience and it will return this part of King to its rightful status as a neighborhood street.

Name not shown inside City of Alexandria (on forum)

February 14, 2016, 3:12 PM

I see the biggest opportunity for improvement being "calming" of traffic. Option 3 is the one that accomplishes this.

Jerry King inside City of Alexandria (on forum)

February 14, 2016, 4:10 PM

Pedestrian safety should be the overwhelming priority for this project.

Gail Gordon inside City of Alexandria (on forum)

February 15, 2016, 9:02 AM

None of the options listed here are good. What is needed most is enforcement of the existing law that drivers stop for pedestrians at crosswalks. I walk King St almost every day. Almost no one ever stops when I am waiting at a marked crossing. We need flashing lights at crossings reminding drivers to STOP for pedestrians and police on the road for awhile writing big tickets for drivers who fail to stop and who speed.

Name not shown inside City of Alexandria (unverified)

February 15, 2016, 9:15 AM

Option 1 looks like what we currently have now. WE NEED A STREET LIGHT AT SCROGGINS AND BRADDOCK. The proposed King Street options are NOT needed and a complete waste of taxpayer money.

Scott Schwartz inside City of Alexandria (on forum)

February 15, 2016, 9:37 AM

Living here the last 20+ years, we'd love to see buried electric/phone/cable wires and elimination of phone poles in the project area, even with a special taxing district. We live on Bayliss.

Name not shown inside City of Alexandria (on forum)

February 15, 2016, 12:15 PM

I believe options reducing travel lanes will increase congestion and decrease safety.

Name not shown inside City of Alexandria (on forum)

February 15, 2016, 1:01 PM

King Street Complete Streets Project

What will make your experience on King Street complete?

Option 3 makes King Street safer for all road users with minimal impact on travel time.

Current conditions do not make it safe for pedestrians to cross - particularly at places like Melrose and Scroggins. Please consider reducing vehicle speeds to 25 mph on this part of King Street, which would greatly improve pedestrian safety and continues the speed on the section of King east of Janey's Lane.

Name not shown inside City of Alexandria (on forum)

February 16, 2016, 7:29 AM

I ride my bike to work every day, Spring - Fall and avoid King Street in its current state at all costs due to safety concerns. Option 3 would reduce my commute time to work and allow for recreational/errands to be done on my bike with my family. It would greatly improve the safety and aesthetics of the area, a win-win.

Name not shown inside City of Alexandria (unverified)

February 16, 2016, 7:39 AM

It would be a godsend to be able to safely bike to school and the rec center. Currently I would never allow my children to bike along this area of King but if there was a bike lane and buffer we would use our bikes rather than our cars everyday!

Name not available (unclaimed)

February 16, 2016, 4:47 PM

Option #1 seems to me the best solution. Trying to be all things to all people rarely works. I've lived here for many years and King St seems to be doing a pretty good job in moving people from one end to the other. Of course, there is the occasional slowdown, but that is to be expected in an urban and mobile area. Options 2 & 3 will, I think, will bring more congestion.

As a resident and walker, I note the biggest problem is the speed of vehicles racing along this stretch of King. The biggest improvement, in my opinion, is to lower the speed to 30/32 mph as it transitions to lower King. I notice that when the vehicles are being monitored by radar and they slow to the posted limit, the street is much calmer. A slightly slower speed should also make it safer for pedestrians.

In addition, my residence is on King St with my driveway's egress and ingress directly onto King, it will be almost impossible to get a break to leave or enter if either option 2 or option 3. Option 1 is my preference.

Name not available (unclaimed)

February 16, 2016, 8:20 PM

Narrowing or eliminating lanes on an already busy thoroughfare is short sighted in fixing problems on this and other areas of King. The city should also have data driven solutions and metrics for end results, and take the actual residents perspectives who live in this area versus those that don't and want to impact it for their special interests.

King Street Complete Streets Project

What will make your experience on King Street complete?

Name not available (unclaimed)

February 17, 2016, 7:43 AM

Improving safety for pedestrians and bikes is the top priority, in my opinion. Bike lanes are a priority

Name not shown inside City of Alexandria (on forum)

February 17, 2016, 7:51 AM

This thoroughfare is already crowded and backed up enough with vehicular traffic. It would be a huge mistake to take away any other lanes of traffic. There is plenty of room for pedestrians and cyclists on the proposed sidewalks.

Name not shown inside City of Alexandria (on forum)

February 17, 2016, 7:55 AM

pedestrian safety and bike safety should be the top priority. Bike lanes are a must

Name not shown inside City of Alexandria (on forum)

February 17, 2016, 12:43 PM

Over the years they removed the divider between lanes due to accidents when cars were on wrong side of divider, do not want dividers. The speed limit is too fast it needs to be reduced to 30 and then monitored. Too many people speed through but do not want more stops because congestion will make it impossible to ever cross. If traffic were slower than we can time when to cross.

Name not available (unclaimed)

February 17, 2016, 2:25 PM

1% commute by bicycle; 90.4% by motorized vehicles, buses carry multiple commuters. Options 2 & 3 make so sense. Existing King Street bike lanes (Janney's Lane to Rosemont) are empty almost all the time. Only a 3 additional cyclist increase in the peak hour since installation and negative impact on safety of residents.

Name not available (unclaimed)

February 17, 2016, 3:17 PM

bike lanes reducing # of lanes causes too much congestion

Name not shown inside City of Alexandria (on forum)

February 17, 2016, 3:29 PM

Option three will create so much gridlock it will back up King Street west to 395 and back up the East portion back to old town. This will hurt commuters, consumers, and parents and busses picking children up and any events at TC Williams. Three to fourteen bikers do not by any means warrant the costly changes to this stretch of road.

King Street Complete Streets Project

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Name not available (unclaimed)
February 17, 2016, 4:12 PM

bike lanes reducing the # of traffic lanes causes too much congestion

Name not available (unclaimed)
February 18, 2016, 3:20 PM

King Street is full of speeders. I'm worried about the safety of kids going to TC Williams along here.

Name not available (unclaimed)
February 18, 2016, 3:25 PM

This would make King Street so much nicer.

Name not available (unclaimed)
February 18, 2016, 3:31 PM

You do realize that off-forum, unclaimed responses could all be coming from just a couple people. Sometimes you can't even tell by checking the IP addresses. You should discard any responses for which there was no sign-in, including this one.

Jennifer Hovis inside City of Alexandria (on forum)
February 18, 2016, 5:13 PM

Option 3 achieves all the goals and has barely any impact on travel speeds, so there are no down sides. But it is unclear why the buffered bike lanes depicted between Chinquapin and Janney's can't apply for the entirety of the street. This is safer for bikes and the continuity avoids confusion that could cause accidents. It also seems that if one of the stated concerns is vehicle speed, then there should be a reduction of the speed limit to 25. That is not unreasonable given that it is a residential neighborhood with driveways. Please do not install the speed bumps that are popping up around town - the new style are way too high/harsh, and Monroe Ave in Del Ray has a terrible problem with cars swerving into the bike lanes to avoid driving over the speed bumps. It is only a matter of time before someone on a bike gets hurt.

Name not available (unclaimed)
February 18, 2016, 7:12 PM

Option 3 looks great!

Name not shown outside City Boundary (on forum)
February 19, 2016, 11:53 AM

Strongly in favor of bike lanes on King Street

King Street Complete Streets Project

What will make your experience on King Street complete?

Richard Vanderhoeven inside City of Alexandria (on forum)
February 19, 2016, 9:02 PM

The crosswalk at Scroggins is misplaced: westbound drivers can't see pedestrians on the Scroggins side...even if they were inclined to stop. WHICH NO ONE IS, but pedestrians on Scroggins side can't see westbound cars on King Street.

Name not shown inside City of Alexandria (on forum)
February 19, 2016, 11:51 PM

Please make bicycling safer in Alexandria, especially near schools. Please reduce the speed limit on King St to 25 mph.

Name not available (unclaimed)
February 20, 2016, 5:56 AM

I want the city to build a flyover on King at Quaker/Braddock, raise the speed limit to 45 MPH, and widen the 2-lane stretch by knocking down the houses along it. If those people in Taylor Run don't like those of us in Old Town speeding through their neighborhood, they should move.

Name not available (unclaimed)
February 20, 2016, 11:47 AM

no need to change anything

Name not available (unclaimed)
February 20, 2016, 11:52 AM

trees in the street? really??

Name not available (unclaimed)
February 20, 2016, 11:53 AM

I am not in favor of spending more money for more bike lanes!

Name not available (unclaimed)
February 20, 2016, 11:57 AM

I oppose all options, people in Alexandria will stop and not drive around buses or mail trucks causing incredible congestion!

Name not available (unclaimed)
February 20, 2016, 4:15 PM

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I live at 3337 King St and planted islands may make it very difficult to turn and/or pull out of my driveway. While there is no "turn" lane, most people turn quickly and it's nice to pull into a lane without stopping traffic in the other. I understand it's tough with so many opinions but I just think a bike lane to nowhere really wont be used.

Name not available (unclaimed)

February 20, 2016, 8:22 PM

it will be a disaster!

Name not available (unclaimed)

February 20, 2016, 8:24 PM

put up lights if need safety!

Patty Collins inside City of Alexandria (on forum)

February 20, 2016, 11:10 PM

we also need to reduce the speed of vehicles who use Scrogins as a cut through from King to Braddock. Cars routinely speed coming off of King Street

Jon Mapley-Brittle inside City of Alexandria (on forum)

February 21, 2016, 7:55 AM

Bicycle improvements and slowing the speed of traffic leaving king street will make my children's and my lives safer.

Name not shown inside City of Alexandria (unverified)

February 21, 2016, 9:37 AM

NO BIKE LANES

Pam Smith inside City of Alexandria (on forum)

February 21, 2016, 4:11 PM

I think having left turn lanes would greatly speed up traffic. I don't think having a bike lane would slow down anything because the choke points are where left turn vehicles lock it down to one lane already.

Name not shown inside City of Alexandria (on forum)

February 21, 2016, 6:00 PM

I would like there to be a test period where the City Cordon's off the travel lanes to see what the impact will be, as a resident I believe that I will see traffic back ups and cars diverting in near by streets... Please consider a trial period seeing the majority of votes are for the complete closure of 2 out of 4 lanes...

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Name not shown inside City of Alexandria (on forum)
February 21, 2016, 6:31 PM

Roadway design for Option 3 makes little sense. 90.4% of Alexandria commuters travel by motor vehicle; 1% by bicycle. Large buses carry multiple passengers. Yet Section 2 of Option 3 reduces travel lanes for motor vehicles by 28 feet (from 46 feet to 21 feet). Even Option 2 and Section 1 of Option 3 reduce travel lanes by 15 feet. REALITY CHECK: In the 1 1/2 year since bike lanes were installed on the other end of King Street (Rosemont Ave to Janney's Lane) City counts show there has been an increase of only 3 cyclists during "peak" hour. Over 99.99% of the time there are no cyclists, bike lanes are totally empty.

Name not shown inside City of Alexandria (on forum)
February 21, 2016, 10:49 PM

A cross walk or light is one thing, but reducing the travel lanes is nuts with the congestion we currently have. We do not need to spend another dime to give the few bicycles more room. They are a catered to minority that does not obey the law as it is! I work, live, shop and live life along this stretch of king street daily and until you can get my two kids, two dogs, groceries, dry cleaning etc. on a bike and around Alexandria in a decent time, I will be using my car! It is not fair or reasonable to make my driving time longer to please a very small minority no matter how health and environment conscious they are. I may feel the same way, but it is not a realistic option for my life. Stop wasting taxpayer money on these issues and start dealing with actual problems in Alexandria.

Name not available (unclaimed)
February 22, 2016, 7:36 AM

Stop this nonsense project. Keep traffic moving. It is strange you did not list commerce/shopping on your list of reasons of use for king street. Let's set aside space on side streets for that small number of bike riders.

Name not available (unclaimed)
February 22, 2016, 8:12 AM

stop wasting money on so many worthless street and intersection improvements. Bike lanes on King are never used. I've seen one cyclist since your wasteful re-do. Russell road is a unholy mess with all your speed bumps and cars travelling at 15 mph. New speed bumps around Park Fairfax are car chassis crackers. They don't calm traffic, they bring it to a near standstill. Fix city hall instead!

Name not shown inside City of Alexandria (on forum)
February 22, 2016, 8:32 AM

I have lived in the Beverley Hills area of Northridge for almost 50 years. I drive down King Street to go to downtown Alexandria, and the congestion is often horrible. Options 2 and 3 are certain to make that traffice far worse than it already is, for the overwhelming majority of residents who drive! If either option is implemented, I shall likely henceforth do all my commerce, dining, and recreation in places other than the downtown Alexandria business district.

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Name not shown inside City of Alexandria (on forum)
February 22, 2016, 9:19 AM

I find it impossible to believe that travel times at peak periods will decline by such slight numbers of seconds - all it takes is one particularly slow driver or turning vehicle, with no second lane to pass them with, to cost vehicles behind them more than amount of time.

Name not shown inside City of Alexandria (unverified)
February 22, 2016, 9:19 AM

Pedestrian islands, especially around a school are not a good idea. is road widening an option?

Kristen Gullott inside City of Alexandria (on forum)
February 22, 2016, 9:34 AM

Please start ticketing the TC students who refuse to cross in cross walks when they don't have the light.

Name not shown inside City of Alexandria (on forum)
February 22, 2016, 10:44 AM

Please please stop accommodating bikes and buses. I have seen 3 bikes on King St since the disaster that is the bike lanes between Janneys and commonwealth went into effect. Ridiculous. And the route 1 buses never have a sole on them. Take care of traffic and not the loud mouthed activists who represent less than 1% of the residents' views

Name not shown inside City of Alexandria (on forum)
February 22, 2016, 11:14 AM

Let's get the students to use the crosswalks instead of walking inbetween cars at king st/quaker/braddock intersection area!

Name not available (unclaimed)
February 22, 2016, 1:25 PM

Keep the road design as is. Lower the speed limit to 30 MPH. Install speed cameras on both sides of the road and at multiple locations to enforce the limits. Skip the bike lane idea. The bike lane from Janneys Lane to Russell Road is a joke. It peters out half way down the hill. What's the cyclist supposed to do? Do it right or don't do it at all. It makes the City look bad and it costs us taxpayers money. We don't need gimmicks. Do a first-rate job repaving the street, lower the speed limit to 30 and enforce the law vigorously and I'll be very satisfied.

Name not available (unclaimed)
February 22, 2016, 1:45 PM

The traffic on Quaker and King is impossible. You stay at the same light four times in the morning. We cannot

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afford to limit lanes on our roads. Fix potholes and make a law stopping cars from crossing crosswalks with pedestrians. Even in Delray cars don't stop to let people walk. Bike riders go to parks. Our traffic is awful all day long

Name not available (unclaimed)
February 22, 2016, 1:47 PM

its unclear if the pedestrian islands would have crosswalks.

Name not shown inside City of Alexandria (on forum)
February 22, 2016, 3:35 PM

Please leave as is!

Name not shown inside City of Alexandria (unverified)
February 22, 2016, 3:39 PM

I live on Bayliss, between Scroggins and Tuckahoe. I do NOT want King St reduced to two lanes and certainly no bike lanes. We already have problems with drivers cutting through our street to get around traffic and commuters speeding down Scroggins as a cut through from Braddock to King and vice versa. When the Baptist church lets out on Sunday. traffic comes to a stop. We hit back ups already as we near Janneys lane. I am sick and tired of the bike people demanding their way all of the time. Notice the comment for option 3 is repeated verbatim several times. That is because the bike people who do not live in this area are trying to demand that we who do live here cater to them.

Name not shown inside City of Alexandria (on forum)
February 22, 2016, 3:45 PM

I object to adding bike lanes. Only a small part of the population can make use of those lanes. I have personally noticed that the bike lanes on Slaters Lane are very lightly used, but have created new backups for traffic on that street. The vast majority of people cannot commute by biking. And those that do are usually only fair-weather bikers. When the days are short, wet, windy, or cold, they are driving like the rest of us, and thus traffic is even more impacted.

Name not shown inside City of Alexandria (on forum)
February 22, 2016, 4:06 PM

Your options make it difficult to choose "no change." It's difficult enough to get from Point A to Point B in this city by car -- yes, most of us cannot get rid of our cars because of all our kids' activities, doing work-related things, etc. Taking the bus is not an option, and we pay taxes (on our cars!). Why does the city go out of its way to make our lives so difficult?

Name not shown inside City of Alexandria (on forum)
February 22, 2016, 7:21 PM

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This is a main thoroughfare. The bike lanes already installed east of this section on King Street are rarely used and have increased congestion. Result is that people will use other neighborhood roads, putting more pedestrians in danger. Repave only.

Name not shown inside City of Alexandria (on forum)
February 22, 2016, 7:46 PM

PLEASE put in bike lanes. Alexandria claims to be a "green" city - show it. We've been getting some bike lanes but we can't stop now. Car crashes kill so many people in America and speeds on King St. are ridiculous. Even the city-run DASH buses speed - I see it every day. Bike lanes control speed and give green commuters some margin of staying alive in our car-obsessed culture.

Name not shown inside City of Alexandria (on forum)
February 22, 2016, 8:53 PM

Traffic backs up on King St. when going from 4 lanes to 2, it will only get worse by taking away lanes or making them thinner.

Name not available (unclaimed)
February 22, 2016, 9:27 PM

There has been some commentary that a dedicated turn lane would be beneficial because traffic from side streets could turn into those lanes then merge into the traffic lanes. That is not a common practice. It could be dangerous because people are not used to using those lanes.

Additionally, I do not support dedicated bike lanes that would take up space for Drive Lanes. Bikes are few and far between. When they become abundant, it would make sense to provide dedicated lanes in order to prevent slow traffic building up behind bikes in Drive Lanes, but until then, there is no need to provide dedicated bike lanes.

Thomas McIntire inside City of Alexandria (on forum)
February 22, 2016, 9:37 PM

I live right next door (for 30 years), I'm not convinced any of these improvements are a high priority.

Name not shown inside City of Alexandria (on forum)
February 22, 2016, 9:42 PM

I travel from Scroggins to Melrose daily to drop my son off with nanny and never see cyclists. I also drive daily from Melrose to King St. metro to drop off the nanny and again - no cyclists. And when I drive back up King to Hillside Terrace...no cyclists. I always see people waiting at the bus stops, running and walking on the sidewalks. I believe the second option makes the most sense.

Name not shown inside City of Alexandria (on forum)

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What will make your experience on King Street complete?

February 22, 2016, 10:58 PM

I am not certain why removing traffic lanes from King Street is considered a street improvement. The population of this community has grown significantly in the last 20 years creating VERY LONG COMMUTE TIMES FOR TAX PAYING RESIDENTS. There appears to be no analysis around where the traffic on King Street would "go" if the King Street Lanes were reduced. My guess is that it would go through other neighborhoods, and become even slower on Quaker Lane. I am very concerned that bike lanes are an elite solutions that discriminate against the majority of tax payers who drive cars. I am an avid walker and my kids walked to school for years. The sides walks on this part of king street are wide and far from traffic. These "improvements" address a non existent problem and create more traffic issues. I would like to know who thought this is what our city needs.

Name not available (unclaimed)

February 23, 2016, 4:22 AM

Why is this being put out for public input? The city has professional transportation planners who should know which solution maximizes safety. Council should also always support safety for their constituents, or else expect to be held responsible when someone gets injured or killed while walking or biking along King.

Name not available (unclaimed)

February 23, 2016, 7:05 AM

Do NOT reduce the number of drive lanes on King Street, it will only create more traffic congestion.

Name not available (unclaimed)

February 23, 2016, 7:24 AM

Option 3 is best for people who live here!

Name not shown inside City of Alexandria (on forum)

February 23, 2016, 9:16 AM

Bike lanes would be very bad for this road. Please do not make an already congested road even worse to drive on.

Michael Wayne inside City of Alexandria (on forum)

February 23, 2016, 10:02 AM

Planted pedestrian islands are both functional and aesthetically pleasing. I would like to see this approach used in many other areas of the city.

Name not shown inside City of Alexandria (on forum)

February 23, 2016, 10:39 AM

I seriously question the assertion that the proposed improvements will only add seconds to the commute. Is

King Street Complete Streets Project

What will make your experience on King Street complete?

that seconds per foot? Per mile? Please clarify.

Also, there is no consideration for the secondary impacts these proposed improvements will have on the Quaker/King/Braddock intersection. The backups likely to result from the proposed improvements will turn an already bad intersection into a legendarily bad intersection.

Name not shown inside City of Alexandria (on forum)
February 23, 2016, 11:22 AM

Taking away a traffic lane would only serve to back up traffic on King Street making it more difficult for residents to get in and out of our neighborhoods.

Name not available (unclaimed)
February 23, 2016, 5:31 PM

Option 2 seems to be the best compromise. For the east bound lanes, which seem to handle more traffic during the day and evening, more volume is retained while the turning lane and pedestrian island on the west bound lanes make for safer crossings without sacrificing too much of this important road way. Option 3 seems like a bad choice since it would simply congest more cars coming east bound making for a nightmarish stack up from the Masonic memorial back to the First Baptist Church. I am on this road twice a day in the morning and evening rush and see 2-4 cyclist per week. Such a narrowing of King St., especially east bound for a bike lane, would making commuting even small distances east bound on King St. painful.

Name not shown inside City of Alexandria (on forum)
February 23, 2016, 5:43 PM

We need whatever changes will slow everyone down.

Name not shown inside City of Alexandria (on forum)
February 23, 2016, 6:46 PM

By taking away traffic options on King Street, you will force more traffic down Quaker, Janneys, and other streets that are already overloaded. People have to get to where they are going, and only have so many routes. We need more car lanes, not fewer. Too much development, too many transits, but those are our biggest problems to address. The current bike lanes on King Street are barely used at all. Why extend them?

Name not available (unclaimed)
February 23, 2016, 7:05 PM

I don't live in the project area but I live on King St. And my daughter attended TC Williams and I would like students to be able to to walk and bike safely to school.

Name not shown inside City of Alexandria (on forum)
February 23, 2016, 7:19 PM

King Street Complete Streets Project

What will make your experience on King Street complete?

I'm a 10 year resident of King Street. Thank you for finally repaving and addressing the needs of this neighborhood. Please add as much planted green space as possible. This includes replacing all the trees along King Street that have died/been removed in recent years. I don't think we need bike lanes, but anything to make it easier to cross the street and reduce the traffic speed and volume is appreciated. Bike lanes aren't used and will make it impossible for residents to exit their driveways. I think people who live on King Street should have more weight to their responses than those who do not live on King Street. All the changes in the world won't make a difference until the police start ticketing the Dash and school busses from TC Williams that speed at ~50mph all day.

Name not available (unclaimed)

February 23, 2016, 7:40 PM

I'm a 10 year resident of this part of King Street. It isn't safe to cross the street, the cars speed constantly, the traffic noise is out of control, and so many trees have been removed that it has become a very urban-looking ugly area. Please provide as many trees and green space as possible, and do whatever is necessary to reduce traffic speed. I don't think we need bike lanes, but the other suggestions are wonderful. Thank you so much for finally focusing on our neighborhood!

Janice Turkevich inside City of Alexandria (on forum)

February 23, 2016, 9:24 PM

Along with improvements, speed limit needs to be reduced along King St. Perhaps "your speed" electronic sign as on other nearby streets. Additionally, if lanes are reduced from 4 to 2 lanes, it will be harder to exit neighborhoods, and a designated left turn lane will be necessary so one can exit 1/2 way out onto King St. before entering traffic

Name not shown inside City of Alexandria (on forum)

February 23, 2016, 9:45 PM

It seems to me that there is a need to keep school traffic separate from other traffic. Further separation of student parking and parent drop off at Chinquapin is needed.

Michele Reday-Cook inside City of Alexandria (on forum)

February 23, 2016, 9:49 PM

option 3 is the most cohesive of the 3 plans

Name not shown inside City of Alexandria (on forum)

February 23, 2016, 10:08 PM

Leave King Street alone. Barely any people use the bike lanes we have now. Stop creating more.

Name not shown inside City of Alexandria (on forum)

February 24, 2016, 1:52 AM

King Street Complete Streets Project

What will make your experience on King Street complete?

Crosswalk to TC needs to be an All-Walk at the same time.

Name not shown inside City of Alexandria (on forum)

February 24, 2016, 7:14 AM

I am a resident who lives on King St between Janney's and Melrose. Option 3 is the only option that truly allows improved safety for residents, bus commuters, and car commuters. Right now, it is unsafe to pull in and out of my driveway. This option also improves the look of King Street and the area. It will improve the entire neighborhood and will be good for the city.

Name not available (unclaimed)

February 24, 2016, 9:12 AM

King Street is a major local artery, but that does not mean that cars should be able to travel on it at 45 or 50 mph. A few seconds of delay in drive times is an easy price to pay for pedestrian and bike safety as well as general improvement in the feel of the neighborhood.

Name not shown inside City of Alexandria (on forum)

February 24, 2016, 9:14 AM

While King Street is a major local artery, that does not mean that cars need to or should be able to travel down it at 45+ mph. Small delays in drive time are not a valid argument against improvements to pedestrian and cyclist safety.

john harley inside City of Alexandria (on forum)

February 24, 2016, 9:24 AM

In addition to option 3 improvements, I would like to see the speed limit reduced from 35 to 25. Additionally, if there is to be an establishment of a right turn lane on eastbound King prior to Janney's Lane, that should begin about half way between Melrose and Janney's and no earlier in order to discourage reckless motorists from speeding down that lane in order to cut off traffic in the thru lane.

Name not shown inside City of Alexandria (on forum)

February 24, 2016, 10:37 AM

King Street is a main thoroughfare. Congestion especially between Scroggins and Quaker Lane is a major issue especially in the morning. Access to TC is very difficult. I believe Option 2 best addresses the issues -- without risking increased congestion, making access to TC at critical hours more difficult.

Name not available (unclaimed)

February 24, 2016, 10:50 AM

My response is not legitimate, as I have already submitted multiple responses, some of them very silly, under multiple IP addresses. I am doing this to prove a point. If someone, like me, refuses to sign in, they may be

King Street Complete Streets Project

What will make your experience on King Street complete?

trying to subvert the process.

You must only count those votes for which the respondents signed in. Otherwise, the public outreach effort will collapse under accusations of fraud.

Name not available (unclaimed)

February 24, 2016, 10:53 AM

Cutouts for buses so that they do not block traffic while picking up and dropping off passengers. Change crosswalks at King and Kenwood entering TC to be pedestrians walk in all directions, then cars flow.

Name not available (unclaimed)

February 24, 2016, 10:54 AM

Maintain the bike lane through the school area . If anyone is biking and has to go from the bike lane, cross the turning lane, and then join the busy traffic car lane, it's going to hurt or kill someone. These types of lane crossings in DC are dangerous and there needs to be something alerting drivers, preferably a barrier, to the fact that a bike is joining their lane.

Name not available (unclaimed)

February 24, 2016, 11:00 AM

I applaud the outreach effort... consideration of such effort should be given whenever capital improvements above a few million dollars are planned. Thank you.

Name not available (unclaimed)

February 24, 2016, 11:08 AM

I have never seen anyone attempting to bike on King Street. Is this "build it and they will come" wishful thinking? King Street is a major thoroughfare, and while I would like to see dedicated left-turn lanes (or at least left-turn signals), I hate to see artificial choke points that will only result in more aggravated drivers. I'm all for better pedestrian crossings, especially for TC & Chinquapin, but taking away traffic lanes or severely restricting them will push more traffic into surrounding neighborhood streets to avoid the slow-downs on King Street. And there aren't comprehensive sidewalks or marked crosswalks for those streets (I should know I live there). So you're going to create new problems in your attempt to solve the current ones. How about more stoplights on King Street triggered by speeding? Enforcement of speed limits? And longer crosswalk times? Designated left-turn lights for each direction (rather than just green lights)? Seems like there are more options available than the three listed.

Name not shown inside City of Alexandria (unverified)

February 24, 2016, 11:28 AM

Do nothing. It is fine as is. No need to do anything.

Name not shown inside City of Alexandria (on forum)

King Street Complete Streets Project

What will make your experience on King Street complete?

February 24, 2016, 11:57 AM

To many cars, usually w MD tags, race on King st like it's the Indy 500 everyday. I'm scared to ride my bike on King st. I am also tailgated everyday because I drive the speed limit. I pay taxes here, why should we put up with the dangerous high rate of speed? I also have two daughters who will attend TC soon. I want them to bike to school safely everyday!

Name not available (unclaimed)

February 24, 2016, 11:58 AM

While other improvements sound good in theory, removing lanes and adding bike lanes will in the end take away much need lane space. Cars are the choice of most. Considering that alexandria is allowing the building of homes and condos on every available piece of land, this is lane space that will be sorely needed and hard to get back in the future. I am not impressed with Alexandria's planning abilities so far.

Name not available (unclaimed)

February 24, 2016, 12:24 PM

None of the options listed here are good. What is needed most is enforcement of the existing law that drivers stop for pedestrians at crosswalks. I walk King St almost every day. Almost no one ever stops when I am waiting at a marked crossing. We need flashing lights at crossings reminding drivers to STOP for pedestrians and police on the road for awhile writing big tickets for drivers who fail to stop and who speed.

Name not available (unclaimed)

February 24, 2016, 12:34 PM

The road off King Street that leads to Chinquapin and the Circle also needs to be widened with turn lanes leading onto King Street. This road gets very congested especially before and after school and on rainy days and when events are held at TC or the Pool.

Name not available (unclaimed)

February 24, 2016, 1:01 PM

Would be nice to have the bike lane and left turn lane but without the addition of a median. I find, from personal observation, that if there is a median that just encourages pedestrians to cross the street outside of the designated area for crossing.

Name not shown inside City of Alexandria (on forum)

February 24, 2016, 1:12 PM

Please post speed limits. Currently, westbound is 25mph in front of TC. Eastbound is 35mph? There is currently no sign saying otherwise.

Please put in a capital bikeshare station and give the students one month free access.

King Street Complete Streets Project

What will make your experience on King Street complete?

Name not shown inside City of Alexandria (on forum)

February 24, 2016, 1:40 PM

None of these options address lighting, which vastly increases the risks for pedestrians and bikers all along this corridor. Dramatically improving the lighting will go along way toward ensuring safety, especially with some many people wearing black these days. At night they're almost impossible to see. Adding bike lanes for the few bikers that use King St. will snarl traffic in an area that's already snarled, adding to the risk.

Name not shown inside City of Alexandria (on forum)

February 24, 2016, 2:06 PM

I have lived in the area adjacent to the project area since 1991, and use King Street on a daily basis in the AM and PM.

I rarely see bicycles on King St (period) and all pedestrians I see are safely on the sidewalk, behind a planted strip.

I rarely see huge numbers of TCW students walking, except at the TCW intersections. Many of them cross the road where-ever they like, so crossings won't make much difference. Educating TCW users on safe road crossing practices, and employing crossing guards can only help the situation.

Reducing the number of travel lanes, and adding bike lanes, in either direction will lead to greater congestion.

Suggestions:

Improve pedestrian crossings, with pedestrian controlled lights. Enforce current laws regarding jaywalking.

Add crossing guards at TCW.

Enforce current speed laws, vigorously.

Enforce current red light and box-blocking laws, especially at King/Quaker/Braddock intersection

Name not shown inside City of Alexandria (on forum)

February 24, 2016, 2:20 PM

I've lived in this neighborhood for over 15 years and I use that stretch of King St daily. The only problems I see worth evaluating is the amount of traffic the Babtist church causes on Sunday's. Outside of that, the city should only be allocating funds to repair the streets and NOT TAKE LANES AWAY. The neighborhood streets around King St require far more require immediate maintenance. The only option we will support is the one that doesn't take lanes away from drivers.

Mike Eckel inside City of Alexandria (on forum)

February 24, 2016, 2:27 PM

bicycling on King Street- west/north of Janney's Lane-- currently is impossible. Riding on the sidewalk is unsafe, both for cyclists and pedestrians. The bike lane east of Janney's-- on the north side of King, between Janney's and Cloverway-- needs to be overhauled too. I cycle that route nearly every day, and having to move from the lane into traffic and back again, is wholly dangerous.

Name not shown inside City of Alexandria (on forum)

February 24, 2016, 2:59 PM

King Street Complete Streets Project

What will make your experience on King Street complete?

Of the 3, I prefer #3; however, I think there will be a severe bottleneck in the mornings when approaching Chinquapin Drive from the West (heading east) at the point where it goes to a single eastbound lane due to the right turn lane into the main drive @TCW. This needs to be corrected before plan implementatino. The road again splits into 2 eastbound lanes for a *very* short distance before the right turn lane into Chinquapin. I drive my daughter to TCW everyday and even with the grass buffer between the TCW sidewalk and King St, kids are still crossing (or getting dropped off) there between the bus stop and Chinquapin. Taking away some of that grassy area to allow traffic flow by keeping 2 eastbound lanes from Radford to Chinquapin would be better than causing a bottleneck that frustrates drivers leading them to poor driving decisions (speeding when there's even the tiniest break in traffic, or, even more dropping off of kids on King Street). The only other solution is to consistently post a traffic cop at the Chinquapin/King intersection - that's the only time morning traffic flows reasonably between 8:20 & 8:35.

Name not available (unclaimed)
February 24, 2016, 3:39 PM

It seems as though you could be making significant improvements to safety for the high school kids and visitors, and Park users by focusing on Kenwood and Chinquapin intersections, but are not "beefing up" crossing safety as part of Option 1, which could address safety concerns and still meet the needs of local users and through traffic! Looks like your options were pre-disposed to certain solutions and options without maximizing benefit of 4 traffic lanes & improving the safety concerns and problems that exist on this stretch of road.

Name not shown inside City of Alexandria (on forum)
February 24, 2016, 4:11 PM

It's unrealistic to think that we can reduce commuter traffic by converting double lanes to single lanes. The only impact will be slower traffic, and I use King Street more each day than any commuter. King Street is an artery road. Everyone knew that when they moved into the neighborhood. Let's stop acting like it's residential.

Name not shown inside City of Alexandria (on forum)
February 24, 2016, 4:41 PM

Although I think that bikes may be able to share lanes, my main decision for choosing option 3 is because I believe it will do the best to decrease traffic speeds, increase overall safety to all modes of transportation, and it will create a "neighborhood" feel for this area. Right now it feels like King street is treated as a freeway to other places by drivers.

Name not shown inside City of Alexandria (on forum)
February 24, 2016, 4:47 PM

There is a great deal of destination-specific traffic in this area of King Street, where large numbers of cars attend various events at TC Williams, Chinquapin Park, local churches, Ivy Hill Cemetery, and Woodbine Nursing Home, arriving and departing at specific times. In addition to residents of Alexandria, many people come from neighboring cities to these events, but frequent restaurants and other business while they are in our city. The plan for the King Street Project can, and needs to, accommodate all who come to and pass through this major artery for our city. This can be accomplished without sacrificing safety or traffic efficiency for

King Street Complete Streets Project

What will make your experience on King Street complete?

pedestrians, cyclists, or cars.

Option 2 allows both free-flowing east and west-bound lanes for through-traffic. In addition, Option 2 also maintains an east-bound second lane that extends from Kenwood all the way to Janneys Lane that accommodates cars slowing down to make right-turns to enter their destinations. If this slower east-bound right lane were also designated as a shared car-bike lane, the bikers could also be accommodated as shown in Slide 14 of the presentation, connecting Kenwood with the existing bike lanes that begin at Janneys lane.

If the crosswalk at Albany St, near the Cemetery, is painted (possibly with a manually activated crosswalk light) rather than a raised pedestrian island, higher-volume time-specific west-bound traffic that is turning left (south) can collect between Tuckahoe and east of the entrance to Ivy Hill Cemetery for access to the south side of King Street. Higher-volume time-specific east-bound funeral traffic that is turning left into Ivy Hill can collect in the dual turn lane at other times. This will allow the east and west-bound through lanes to continue at speed without slowing for high volumes of cars making left turns. All streets and residences would still be accessible from the east and west.

This Option could help keep traffic moving at an acceptable pace, provide safe crossings for pedestrians, make the street more beautiful, maintain access to all streets and residences, and provide a shared bike-car lane from Kenwood to Janneys Lane, if that is added into the plan. It might even cost less than other Options, money which could be spent to make this area a charming continuation of Old Town as well as a highly efficient one.

Name not available (unclaimed)

February 24, 2016, 4:54 PM

While you tear up the stree lay High speed digital broadband and electric cabling.

Name not shown outside City Boundary (on forum)

February 24, 2016, 5:11 PM

Option 3 is a wonderful design for this stretch of road. This design will allow for better traffic flow, removing left-turning vehicles from thru lanes, and it will clamp down on speeding by requiring single-file traffic with narrower lanes. Pedestrians are further from moving automobiles, which are traveling slower anyway. Best yet, this design gives cyclists some space of their own, while keeping them in plain view of all drivers either going straight or turning off or onto King Street. It avoids the pitfalls of many other bicycle lane designs that put riders in parts of the road where drivers either cannot see them (due to obstructions such as parked SUVs) or else don't even bother to look.

Name not shown inside City of Alexandria (on forum)

February 24, 2016, 5:12 PM

I do think the city needs to address the issues through greater enforcement of speed limits and reckless driving as well as more traffic cops directing drivers during school arrival and departure. It appears the city is trying to dramatically decrease traffic on arterial roads(eliminating lanes, decreasing speed limits) which sends them into true residential areas (via Waze GPS apps) that cannot handle the volume of cut through traffic and poses dramatically increase risk to pedestrian safety. The BRAC building was a disaster in terms of commuter traffic and the residents of Alexandria are stuck with an infrastructure that is broken.

King Street Complete Streets Project

What will make your experience on King Street complete?

Name not shown inside City of Alexandria (on forum)
February 24, 2016, 5:37 PM

Leave the street as is and install a crosswalk at TC and Chincapin with a red light that pedestrians can control.

Name not available (unclaimed)
February 24, 2016, 6:37 PM

Option 3 is better for residents-safer to enter and exit driveways

Name not shown inside City of Alexandria (on forum)
February 24, 2016, 6:56 PM

I think it is misleading to title Option 1 "Complete Street Maintenance", since that option doesn't provide a complete street. it could be called "incomplete street maintenance".

Name not available (unclaimed)
February 24, 2016, 7:11 PM

Honestly, to me, the worst section of King Street is the intersection with Braddock and Quaker Lane. Pedestrian crossings are timed poorly and are not on all sides of all streets. I think adding crosswalks in various places will help, but I think removing any lanes of traffic is a TERRIBLE idea. With all the traffic that moves through that corridor, having two lanes in both directions is a life-saver.

Jessica Lassetter inside City of Alexandria (on forum)
February 24, 2016, 7:13 PM

Could we also include delayed green signals for greater crosswalk safety.

Name not shown inside City of Alexandria (on forum)
February 24, 2016, 10:00 PM

The 5 foot bike lane is unsafe for the average cyclist on Braddock Road. It will be unsafe on King Street too. What is needed is bike trails completely away from King Street.

Name not available (unclaimed)
February 24, 2016, 10:35 PM

Option 3 is a win, win, win all around... safer travel for pedestrians, safer travel via bicycle, and safer/slower travel via motor vehicle.

Name not shown inside City of Alexandria (on forum)
February 24, 2016, 10:59 PM

King Street Complete Streets Project

What will make your experience on King Street complete?

Option 3 will cause delays for those of us travelling eastbound in the evening rush when turning right on Janneys - we will be stuck in the King Street backup with the other cars going straight.

Name not shown inside City of Alexandria (on forum)

February 24, 2016, 11:05 PM

King Street (Route 7) is a time-honored major automobile through way to/from Old Town and surround. Emergency vehicle use is very high on King Street, traveling west on Braddock Road through the intersections to Alexandria Hospital with lights flashing and horn. Any delay time in an ambulance may mean the difference in their transportee living or not. Commuters use King Street for their jobs, delivery trucks to Old Town businesses, Dash for transporting bus riders, taxis, Ubers, Lyfts as well as car driving families and visitors to get to and from Old Town during the day and night. Cars are an essential mode of transportation in Alexandria, especially on the West End which is not walkable due to square footage, except locally. West End low income, affordable, median and other individuals and families needing to get downtown, across town and back via King Street would be very negatively impinged by the proposed reduction in lanes.

There are problems with your suggestions in Options 2 and 3 to reduce lanes: the major one being has a formal City study been done on the effect reducing east and west lanes will have on the already dangerous intercession of King, Quaker and Braddock (aka Dysfunction Junction)? Our family lives right off Quaker and we have hoped for a circle or other improvement at the Dysfunction Junction for decades, yet nothing there gets done. This causes hours of loss productivity for many over the years, as well as risks our ACPS students who weave across Dysfunction Junction lanes to get to Minnie Howard or vice versa (albeit at times jaywalking). This triad intersection warrants major correction before any change on King Street can be entertained. If King Street East bound were to loose a lane in the morning rush hour, car traffic will back up all around at the Junction. North Quaker in the morning is already backed up frequently all the way from the Seven Eleven to Seminary Road (both lanes backed up at that). Will those cars then further back up to Duke Street thus trapping The Field House apartment complex and all the homes on and off Quaker Lane as well as Braddock and King? How will emergency vehicles get around these back ups and how will they get around in 1 lane on King? The same goes in the reverse p.m. commuter rush: Quaker going South from 395 exit backs up all the way back to Arlington, causing spill over all around the side streets in between, and King Street and Braddock back up too. There are small businesses in this area: gas stations, banks, eateries, Safeway, dry cleaners, not to mention Bradlee (King St) and Fairlington Shopping Centers (east off Quaker Lane). Has the City asked these many small businesses for their input on this plan? They very much may be affected if drivers can't get to them or loose so much time sitting that they go else where. We in the West end don't want to loose our small businesses as this will mean driving even farther for same and cost the City revenue which is needed for major Small Area Plans as well as storm water/ sewage management and needed Capital Improvements.

I'm sorry, I like bikes and ride one and indeed the City put in new bikes lanes on Janney (shared) and lower King but this new idea to cut a major artery through West Alexandria in half by taking lanes is just not well thought out. We have major problems as it is at King/Quaker/Braddock Road intersection: just come on over and sit through a week of mornings and afternoon commutes to see for yourself.

Students need to be encouraged to stay on the ample side walks and to obey cross signs or be ticketed. Riding bikes on the side walks is something we've all done in our past and it never cost us nor our towns extra money. Improvement to the already present ample side walks and a right/left lane brief turn signal at Kenwood and

King Street Complete Streets Project

What will make your experience on King Street complete?

Chinquapin Drive and Scroggins would be improvement enough.

Thirty years of living very close to TCWHS and driving King Streets allows me to say with certainty that reducing King Street to two lanes is not sufficient for the volume of cars needing that arterial in and out of Old Town road from the West End. In fact, it is probable reducing King Street to one lane east and west will reduce public safety via emergency response and responders as well as end up costing Old Town businesses and the City hard earned revenue. Commuters through Alexandria and families alike may get so frustrated with additional road/side road congestion that they ditch Alexandria and head north to Shirlington/Arlington via Glebe or west to Fairfax/Falls Church instead for food and shopping. Let's not do this ill-conceived idea of reduction in King Street lanes.

Thank you for your serious consideration of these important impacts for the West End of Alexandria and the City.

Name not shown inside City of Alexandria (on forum)
February 24, 2016, 11:05 PM

How are ambulances, police, fire going to get through in Option #2 and #3? Is it ok to sacrifice safety and travel time for a handful of non-existent bike commuters?

Steve Tappan inside City of Alexandria (on forum)
February 25, 2016, 5:39 AM

We use King St 3-5 times per week to get kids to school, preschool, swimming at Chinquapin, shopping at Bradlee, etc. Our family already utilizes the bike lanes from Rosemont Ave to Janneys Lane and would love to see those extended so that we can bike to swim practice.

Leo Sylvester inside City of Alexandria (on forum)
February 25, 2016, 8:27 AM

Currently, this is a fairly scary section of road to commute by bike on, or as a means to travel to and through the area by bike to get to shops and other places of interest. As Alexandria continues to urbanize and density grows, the safer and more connected Alexandria's complete streets corridors are, the better off everybody who lives around here is going to be!

Elizabeth Kramer inside City of Alexandria (on forum)
February 25, 2016, 9:06 AM

Safe, motor-vehicle-slowng space is needed. Be wary of adding un-needed landscaping which risk blocking visibility and need maintenance. Safe pavement is the most essential. Look at Valley Drive soon. I have had 3 bike accidents in 10 years due to pavement issues. Medical bills \$\$\$.

Name not available (unclaimed)
February 25, 2016, 9:10 AM

King Street Complete Streets Project

What will make your experience on King Street complete?

If you go to only 2 lanes of car traffic (one lane each way), all you will do is create a longer back up that starts at Janneys Lane now on the way to Old Town. I believe if you would just repair the poor condition of this road, much will improve. It's "nice" to have bike lanes and give the City special awards and ratings, but frankly, we're not a biking community and turning King Street in to a 2-lane road for cars would be a commuting disaster.

Name not shown inside City of Alexandria (on forum)
February 25, 2016, 9:29 AM

I travel on King Street almost every day between Janneys Lane and Quaker Lane. I believe if you would just repair the poor condition of this road, much will improve. If you go to only 2 lanes of car traffic (one lane each way), all you will do is create traffic jams similar to the one that starts at Janneys Lane now on the way to Old Town - especially with bus stops along the way. I believe Option 3 is a commuting disaster. I also don't believe the cost for Option 3 - the creation of bike lanes - is justified.

Bill Pugh inside City of Alexandria (on forum)
February 25, 2016, 1:28 PM

Option 3 is a win for everyone who uses this corridor. Great ideas.

Name not available (unclaimed)
February 25, 2016, 3:06 PM

King street already has a lot of traffic that gets jammed during large events and rush hour in AM and PM. Limiting lanes would only make this worse. There are not enough bikers in Alexandria to warrant bike lanes. We need more lanes for cars and local traffic who carpool to school, etc.

Name not shown inside City of Alexandria (on forum)
February 25, 2016, 3:14 PM

I travel this section of King Street 2 or more times each day. Taking away any lanes would cause MORE Gridlock and make King street impassable at AM and PM rush hours as well as any other times a day where there are events at churches, schools and other locations. If anything we need to lesson speed limit but NOT take away travel lanes unless you want to limit access to West Alexandria from an already congested Duke, King and Braddock corridors. Please help the local commuters and neighbors not the few bikers who don't use the bike lanes.

Name not shown (unverified)
February 25, 2016, 3:42 PM

I am a daily transportation cyclist and would frequent King Street & surrounding businesses more frequently if it were easier and safer to do so.

Name not available (unclaimed)
February 25, 2016, 3:56 PM

King Street Complete Streets Project

What will make your experience on King Street complete?

Would also like to see speed limit reduced to 25 for this entire stretch of King. Also if a right turn lane for Janney's traffic is to be designated, it should not begin until midway between Melrose and Janney's in order to discourage motorists from attempting to cut back to the left in front of motorists in the thru lane

Name not shown inside City of Alexandria (unverified)
February 25, 2016, 4:16 PM

Given the almost negligible usage of the current King Street bike lanes, to take away 1 or 2 lanes from cars and create more bike lanes is a total waste of city resources and a prescription for more traffic nightmares. With the already totally dysfunctional intersection of King, Braddock and Quaker on the very edge of this plan, this will most certainly result in increased congestion at those choke points. The West End of Alexandria is an area with large distances between destinations and does not lend itself to bike usage by the regular citizens of Alexandria. Certainly, a few bikers would use these lanes, but that is far offset by the number of car drivers who would be greatly impacted by Option 3. Complete Streets may work in some parts of the city, but in this area, it will result in complete gridlock in the streets surrounding this plan. Stop spending money on bike lanes until you can truly document an overwhelming need for this. Truly, claiming that the increase in bikes from 8 to 12 on the King Street hill bike lanes is a success does not justify what was done to that stretch of road in the name of needing places for people to bike and gain connectivity. Most of us have only seen 1 or 2 bikers ever attempting to use the King Street lanes in the year and a half they have been in existence. Huge hills like King and Braddock create large obstacles to the average biker and therefore they are not used. It is time to provide accurate data about the true use of the city bike lanes and stop adding more lanes that no one uses. In Old Town, we certainly see many bikers because the roads are relatively flat. But the hills separating the West End from Old Town make biking not an option for anyone but those who are in top physical condition. So please acknowledge that reality and stop redoing all our streets to create obstacles for car traffic, while pretending that there is some enormous demand by the citizens of Alexandria for bike lanes that lead to no where.

Name not shown (unverified)
February 25, 2016, 4:59 PM

Option 3 seems like the best way to make our area more community oriented, not a dangerous thoroughfare for people simply passing through Alexandria without taking advantage of any of the amenities.

Name not available (unclaimed)
February 25, 2016, 7:55 PM

Will option 3 really keep traffic moving efficiently?
Rush hour in the evening can be very busy.

Name not shown inside City of Alexandria (unverified)
February 25, 2016, 9:56 PM

do something with the kids protection in mind. And please look at intersection at King and Quaker, for the safety of the kids.

King Street Complete Streets Project

What will make your experience on King Street complete?

Jim Durham inside City of Alexandria (on forum)
February 26, 2016, 7:51 AM

Option 3 works best for residents, commuters, TC Williams HS students and their families! Change the speed limit to 25 mph.

Name not shown inside City of Alexandria (on forum)
February 26, 2016, 8:02 AM

Option 3 enhances the neighborhood character of the street and is best for all. Reduce the speed limit to 25 mph.

Name not available (unclaimed)
February 26, 2016, 8:09 AM

25 mph speed limit.

Name not available (unclaimed)
February 26, 2016, 8:36 AM

I like Option 3 but I don't think we need the bike lanes. There is NOT many bikers on King Street and there has been no accidents reported. I don't think we should spend the money on bike lanes and lose a drive lane.

Name not shown inside City of Alexandria (on forum)
February 26, 2016, 8:47 AM

need 25 mph speed limits

Name not shown inside City of Alexandria (on forum)
February 26, 2016, 9:40 AM

1. Need to reduce vehicle speed limit to 25 mph. This section does not have the lower speed protection of parallel service roads as does King St. west of the intersection with Braddock Rd. and Quaker Ln.
2. Need pedestrian activated flashing lights at Chinguapin Dr. intersection crosswalk like the ones at on Braddock Rd. at the Metro.
3. The City needs to implement the fullest set of improvements for Complete Streets for this project where there is the opportunity. This project does not have the constraints found in older sections of the City such as Old Town.

Ken Notis inside City of Alexandria (on forum)
February 26, 2016, 10:23 AM

Option 3 will do the most to calm traffic and make this a quieter residential street, it will do the most for pedestrian safety, and it will also provide a route for cyclists from northwest Alexandria to the west end of Old Town, and for cyclists from Old Town to get to Chinguapin and to TC Williams.

King Street Complete Streets Project

What will make your experience on King Street complete?

Name not shown inside City of Alexandria (on forum)
February 26, 2016, 10:30 AM

option 1 with well-marked cross walks, longer time to cross and shared bike lanes

Name not available (unclaimed)
February 26, 2016, 10:40 AM

This is the only option that is a complete street. It is the only option that will reduce speeding cars to a safe level. It also improves equal access for everyone and will help people move more easily.

Name not shown outside City Boundary (unverified)
February 26, 2016, 10:51 AM

Add bike lanes, please! It improves connectivity between residential Alexandria and old town (and the metro), making it easier for people to get around locally without getting in their cars. Plus, making the street one lane will calm traffic, making it a safer street for the neighborhood and the pedestrians on the sidewalk--I went to high school in Alexandria and used to drive this stretch of King Street often - speeding was a big problem (if I recall correctly the limit was 25 mph, but it was so easy to go faster because it was 4 wide lanes). I now visit Alexandria mostly via transit or when driving with other people, and improving the bike lane infrastructure out towards the Bradlee shopping center would be welcome!

Name not available (unclaimed)
February 26, 2016, 11:06 AM

I live in Fairlington and commute to Old Town. Some days I take the AT5/6 bus, and some days I bike. I used to bike entirely along King Street, using the right-most Lane.

Until one day a driver hit me when she passed me but then decided to turn right. There was no bike lane. Thankfully, I wasn't hurt. I called the police, and they were courteous and prompt, but it was still scary. Now I never bike down King Street. I go around and use Braddock Road + Commonwealth Road which has one lane in most places and intermittent bike lanes. Traffic is slower too.

It still get honked at whenever I ride and told to "get off the road!" occasionally. Makes your heart jump a bit. So please, add some bike lanes. And if you drive, please, I just want to get to my job. I don't own a car and sometimes the busses don't run frequently. If you wait 20 seconds you can probably pass me at the next break in traffic.

Thanks for hearing me out.

Gabriel Thoumi outside City Boundary (on forum)
February 26, 2016, 11:07 AM

I commute by bicycle only. My ability to visit and spend money in Alexandria's excellent restaurants is prevented because of lack of safe, separated bike lanes.

King Street Complete Streets Project

What will make your experience on King Street complete?

Name not shown inside City of Alexandria (on forum)
February 26, 2016, 11:07 AM

Please reduce speed on king street to be safer for everyone.

Name not shown inside City of Alexandria (on forum)
February 26, 2016, 11:16 AM

I run to and from the track at TC Williams about once a week. As it currently stands, King St. is not very hospitable for pedestrians or cyclists.

Name not available (unclaimed)
February 26, 2016, 11:19 AM

Please take this opportunity to make King street accessible to all Northern Virginians and expand transportation options. This critical corridor needs to be safe for drivers, cyclists, pedestrians, and transit users. By making alternatives to cars safer, more residents will utilize alternatives, resulting in less congestion, a cleaner environment and healthier citizens.

Casey Kane inside City of Alexandria (on forum)
February 26, 2016, 11:27 AM

1. Having walked along this section of King Street, I find the 35 mph unsafe. I would like to see the speed limit reduced to 25 mph. As it is, less than 1 mile of this stretch of King Street is posted at 35 mph.
2. It is also clear that it is challenging for pedestrians to get across four lanes of traffic, reducing it down to two travel lanes and a center left turn lane will make this street safer for pedestrians.
3. By providing a left turn lane, drivers needing to make a left turn will be safely out of the travel lane and will minimize rear-end collisions, making it safer for drivers and ensuring that through traffic is not impeded by drivers needing to turn left.

Name not shown inside City of Alexandria (on forum)
February 26, 2016, 12:03 PM

No more bike lanes!!!! They aren't used on a regular basis and they take up parking and driving spaces.

Nikolas Marosfalvy inside City of Alexandria (on forum)
February 26, 2016, 12:26 PM

I have thought for years that this stretch of King Street is nuts as currently configured and would be an ideal candidate for a "Complete Street" treatment. A road is for everyone, bicyclists included!

Name not shown inside City of Alexandria (on forum)
February 26, 2016, 1:57 PM

Option 3 is the safest for all modes of transport (bike, foot, car) - as an occasional biker, cars terrify me because

King Street Complete Streets Project

What will make your experience on King Street complete?

they rarely obey the law and pass with the right amount of space. Shared lanes on a heavily trafficked road are asking for trouble, and dedicated bike lanes would encourage more people to bike rather than drive.

Jared Christian (unverified)
February 26, 2016, 2:09 PM

While it may not directly benefit me on my commute, an extra 10 to 20 seconds for travel in my car is worth it to me to make both pedestrians and bicyclists both be and feel safer.

Name not shown inside City of Alexandria (on forum)
February 26, 2016, 3:38 PM

I travel this route to visit family, and to shop, and to have my car serviced.
I am surprised at all the money wasted by Alexandria on bike lanes that are rarely used. I would like to maintain the status quo (option one) but I would be okay with the pedestrian improvements in option two but please do not repeat the mistakes that were made in redoing Stevenson Street from Van Dorn to the Fairfax County line.

Name not available (unclaimed)
February 26, 2016, 3:54 PM

I agree with making the crossings safer, but taking capacity away from any of our major roads is likely to reduce commuters' quality of life by increasing travel time and potential delays at rush hours. This is one of the few roads left in the City where you can actually make way at rush hour, particularly when you live in College Park -- Quaker Lane is already a disaster. As for the bicyclists, when they can prove to this community that they will actually use bike lanes in large numbers, I will be more supportive. It's incongruous to me that the City thinks that if we just build more bike lanes, more people will ride instead of drive -- in this very hilly city with very significant traffic on all its major roads. I have a bike but you can never make it safe enough or flat enough for me to use it to get to other parts of the city.

Name not shown inside City of Alexandria (on forum)
February 26, 2016, 5:51 PM

Yes can we please stop making traffic even more difficult for the 99% of us who drive and would like to get to and from Old Town to patronize the merchants there.

Name not shown inside City of Alexandria (on forum)
February 26, 2016, 5:54 PM

Please return the sanity to our streets we had before BRAC!

Dave Cavanaugh inside City of Alexandria (on forum)
February 26, 2016, 7:43 PM

King Street Complete Streets Project

What will make your experience on King Street complete?

King Street does not have a heavy volume of traffic. Most of the automobile and pedestrian traffic is at T.C. Williams during AM and PM school times. Access to the recreation facilities should facilitate pedestrian, bicycle and automobile traffic. Including a buffered bike lane may encourage bike usage at both T.C. Williams and by residents of nearby Fairlington working in Alexandria and at Carlyle--need to fix the bridge on King Street and traffic pattern at Commonwealth. Complete streets should be the vehicle for encouraging multiple, wider use of transportation corridors.

sean mildrew inside City of Alexandria (on forum)
February 26, 2016, 9:38 PM

Option 3 allows for the best solution to the many and various issues within the project area.

Name not shown outside City Boundary (on forum)
February 27, 2016, 9:22 AM

Option 3 is the best option to improve the level of service to other people besides only focusing on the experience of people in cars. This option also increases distance from people walking meaning the experience of walking on the street will be improved. Bikes lanes are a huge improvement on actual and perceived safety, meaning it could also encourage more people to leave their cars and use other means of transportation

Name not shown inside City of Alexandria (on forum)
February 27, 2016, 10:36 AM

I really look forward to improvement that calm and slow traffic, which helps pedestrians and everybody!

Filomena Reyes inside City of Alexandria (on forum)
February 27, 2016, 11:08 AM

I am in full support of instituting bicycle lanes on King Street, this I believe will encourage T.C. students to bike to and from school. When I was a student at T.C. Williams high school I walked home 3 days a week and one of the things that could have made my walks safer and more pleasant was more lighting on the sidewalks. Some days I stayed after school participating in after school activities and walking home late I felt somewhat unsafe because of the lack of lighting and well marked crosswalks. I greatly appreciate the efforts of our community and local government to making King Street safer. Thank you.

Name not shown inside City of Alexandria (on forum)
February 27, 2016, 11:11 AM

Drivers refuse to obey the speed limits & disregard traffic signal devices everyday. Traffic calming devices like speed bumps take safety back where it belongs like on Russell Rd

Jennifer McClory inside City of Alexandria (on forum)
February 27, 2016, 11:35 AM

King Street Complete Streets Project

What will make your experience on King Street complete?

25mph speed limit

Name not shown inside City of Alexandria (on forum)

February 27, 2016, 11:45 AM

Top priority should be the efficient flow of traffic. Other goals are nice, but secondary. Reducing the number of lanes will make crossing the street more difficult since gaps would be less frequent. As for speed limits, given the lack of enforcement past the school, I don't expect that reducing the speed limit will actually slow traffic.

Phil Brinkman inside City of Alexandria (on forum)

February 27, 2016, 12:47 PM

An additional activated traffic light and pedestrian signal at Scroggins might also be helpful.

Name not shown inside City of Alexandria (on forum)

February 27, 2016, 1:08 PM

Please, no more trendy bike lanes. They are hardly used and just waste space.

Hiliary Mildrew inside City of Alexandria (unverified)

February 27, 2016, 4:33 PM

Option 3 seems to make the most sense in terms of safety and accommodation for all modes of transportation while keeping the neighborhood/residential vibe in a way that seems to reflect Rosemont's central green space islands. A good improvement for Alexandria's premier street!

Name not available (unclaimed)

February 27, 2016, 7:54 PM

Option 3 provides improved mobility for everyone.

Name not available (unclaimed)

February 27, 2016, 8:30 PM

option 1 with longer time to cross, well-marked cross walks, crossing guards if needed during school hours

Name not shown inside City of Alexandria (on forum)

February 27, 2016, 9:04 PM

Really need left turn light at Kenmore & Braddock and also at King & T.C. Mornings are very difficult to get to T.C., with 300+ employees and student drivers and no turn arrows at the lights!

Name not shown inside City of Alexandria (on forum)

February 27, 2016, 10:06 PM

King Street Complete Streets Project

What will make your experience on King Street complete?

People drive much too fast on King street particularly on Sunday when the big church on King has services, people are steaming on the road. We need better traffic regulation and safety for pedestrians and drivers and bikers alike.

Name not shown inside City of Alexandria (on forum)
February 27, 2016, 10:58 PM

Increased opportunity for bike safety should also have the benefit of reduced speed along King St.

Name not shown outside City Boundary (on forum)
February 28, 2016, 12:37 AM

I do not currently bike due to unsafe conditions but would bike more if there was a dedicated bike lane that was protected. Also, yaaaaay for TREES!!!

Name not available (unclaimed)
February 28, 2016, 9:49 AM

If Council considers off-forum responses, they are subverting the purpose of this outreach. By refraining from registering and logging in, it is possible to submit multiple votes. By changing internet connections (home, mobile, hotspots, etc), it is also possible to change IP addresses. Council & any city boards/commissions may only consider and discuss on-forum responses if this polling process is to have any legitimacy.
Thanks

Name not available (unclaimed)
February 28, 2016, 10:41 AM

We need to keep some main roads open for travelers due to the heavy traffic situations we experience daily. Too many bike lanes are creating hazards for drivers and the bikers themselves. The corridor does need to become safer for walkers. Please don't change all roads to bike lane friendly roads. It does not improve traffic it slows it, hinders proper driving decision making when bikers very often don't abide by vehicle road rules.

Name not shown inside City of Alexandria (on forum)
February 28, 2016, 10:41 AM

I think that pedestrian islands would be a nice place for Tc Williams students to catch their breath while trying to get to class in time.

Name not available (unclaimed)
February 28, 2016, 11:04 AM

It addresses all concerns of citizens with little change in travel time.

Name not shown inside City of Alexandria (on forum)

King Street Complete Streets Project

What will make your experience on King Street complete?

February 28, 2016, 11:11 AM

Option answers all the concerns mentioned with little disruption in travel time b

Name not shown inside City of Alexandria (unverified)

February 28, 2016, 12:23 PM

City has overdone expensive facilities in recent years while existing facilities such as Chinquapin need work. Tired of having property taxes increase by \$50-60/per month every year -- ridiculous. Let's do some things that are not gold plated but make some sense. Option 1 meets that test.

Name not available (unclaimed)

February 28, 2016, 4:45 PM

Fix your damn potholes.

Andrea Hamre inside City of Alexandria (on forum)

February 28, 2016, 4:53 PM

Vehicle speeding is a stressful part of traveling by bicycle or walking. I would be grateful for a reduced speed limit to 25mph.

Name not shown inside City of Alexandria (on forum)

February 28, 2016, 5:39 PM

King Street speeds are too fast and need to be lowered to 25 mph to keep bikers and walkers safe. My husband bikes the length of King St 2-3 times a week.

Name not available (unclaimed)

February 28, 2016, 7:28 PM

Please stop your Utopian liberal nonsense in erecting impediments to vehicular traffic. Our streets are an embarrassment, with crumbling pavement and potholes everywhere. The city doesn't take care of the ridiculous traffic islands in existence which are essentially weed gardens. City Hall itself where you dream up this nonsense is crumbling. You continue to approve massive development like BRAC and Potomac Yards that increase traffic volume; the public schools are a disgrace and you seriously consider Option 3?

Craig Lauinger inside City of Alexandria (on forum)

February 28, 2016, 7:31 PM

Pedestrian and cyclist safety should be the top priority for this project. Option 3 may be an inconvenience to automobile drivers, but it is a small price to pay for the safety of the children and adults who regularly cross King Street at the various intersections. Cycling promotes health and reduces emissions and vehicular traffic, so considerations should be made for bicycles on King Street, as well as all main streets within the city.

King Street Complete Streets Project

What will make your experience on King Street complete?

Name not shown inside City of Alexandria (unverified)
February 28, 2016, 7:40 PM

Add painted cross walk at Quincy to cross to Chinguapin Recreation Center, Chinguapin wooded trail, and bus stop.

Larry Meyers inside City of Alexandria (unverified)
February 28, 2016, 7:47 PM

These options and the questionnaire do not adequately take into consideration the large number of people who must rely on King Street for commuting to work, both inside and beyond Alexandria, or families who have to get from one side of our city to another. Slowing traffic on a vital artery like King Street in this area increases exhaust pollution and congestion which in turn has a negative impact on health and economic productivity. Pedestrian safety can be addressed in the area of T.C., and can be done at the intersections at the school, without restricting the number of traffic lanes. The addition of bike lanes will not add to pedestrian safety. Our area needs jobs and economic productivity - and those needs should not be frustrated to the benefit of a very small number of bicyclists. I am on King Street at least two occasions every day of the week, and rarely see any bicyclists, indicating almost no demand for what is proposed. The results of restricting traffic further on this area of King Street will force both commuters and those families who have to transport children from one part of our city to another for school and sports onto our residential streets in order to keep moving - and causing concerns for the neighborhood pedestrians. It would be far better to move the very limited number of bicyclists to those residential streets than the automobiles.

Please reconsider your proposal to bring more congestion to King Street.

Thank you

Larry Meyers

Name not shown inside City of Alexandria (on forum)
February 28, 2016, 7:50 PM

The principal issue with the existing configuration is difficulty in crossing King street.

Name not shown inside City of Alexandria (on forum)
February 28, 2016, 8:01 PM

Speed indicator signs (and reduced speed limit to 25 mph) critically needed on Eastbound King Street before Melrose St. Crosswalk: too many cars continue accelerating along the "straightaway" as they approach the Mormon church and Woodbine. Thanks.

Name not shown inside City of Alexandria (on forum)
February 28, 2016, 8:57 PM

Please NOT Option 3. Please don't take travel lanes away from automobiles for the purposes of more bike

King Street Complete Streets Project

What will make your experience on King Street complete?

lanes. Fact of the matter is that the BRAC building added a lot more traffic to our area and there aren't enough bikers to warrant taking away automobile lanes.

Name not shown inside City of Alexandria (on forum)
February 28, 2016, 9:36 PM

Option 3 is the best choice. It provides the most safety for all road users. Those people who complain about traffic back ups should just leave earlier to account for the traffic. Afterall, they are the traffic.

The speed limit on King St and all streets in Alexandria should be 25 mph. This is the best way to make our streets safe. Again, people should leave earlier for their destination; not drive faster.

Bikes are entitled to their own lane. Why should cars get four lanes and bikes get none? Under Option 3 cars still have three lane, one of which is shared.

TC Williams, our city high school and Chinguapin Park, our soon to be enlarged pool complex are both on this section of King Street. With all the children in the area this needs to be an ultra-safe road. Again, this is why King St needs a road diet, including 25 mph speed limits.

Let's make King Street a COMPLETE STREET. Why else would we have a Complete Street program if the city isnt going to keep its word?

Rebecca Bostick inside City of Alexandria (on forum)
February 28, 2016, 9:48 PM

None of these is in need of attention as much as the King/Braddock/Quaker intersection.

Name not shown inside City of Alexandria (on forum)
February 28, 2016, 10:14 PM

I feel there could have been another option more similar to 3 so there would be real choices. This seems to be all or nothing. I don't think only one lane in each direction is adequate.