

MEMORANDUM

Subject: Feedback from the December 6, 2007 Public Meeting
Project Name: City of Alexandria Pedestrian and Bicycle Mobility Plan
Date: Thursday, December 20, 2007

Please find below public comments and feedback from the second public meeting for the City of Alexandria's Pedestrian and Bicycle Mobility Plan held on December 6, 2007. Included below is (1) a list of attendees (2) a record of questions asked and answers provided during the public comment period (3) a record of public comments provided on maps (4) a record of comments provided on comment cards and (5) a record of comments received via email and responses provided.

Attendees

Aaron Harnden, Allen Muchnick, Beth Carton, Bill Hendrickson, Daniel Horowitz, Dave Levy, David Cavanaugh, David Fromm, David Kaplan, Del Pepper, Donna Norfleet, Elizabeth Jones, Jerry King, Kim Herter, Larry Huffman, Maria Wildes, Ron Taylor, Ruth Reeder, Ruth Soto, Sadina Vanison, Sean Crumley, Stacy Langsdale, Susan Scmnonon

Questions and Answers

Question: Specific data is not represented in the maps here. Will residents be able to access this information at some point?

Answer: Yes, the maps here tonight display information determined to be high priority, what sifted to the top during our study. We are working with the Alexandria GIS department to make the information available to the public.

Question: Will the bike improvements include new bike parking?

Answer: Bike parking is not included on maps here tonight, but we will be working on adding new bike parking in the city. Bike parking is included in the Transportation Plan, and is based upon current and potential conditions of surrounding commercial activity and residential areas.

Question: Will bike parking be included in Safe Routes to School?

Answer: Yes, there will be bike parking at all schools in Alexandria.

Question: I think that the plan needs to be analyzed by more eyes, not based solely on technical data. Will we be able to look at the information in detail?

Answer: Yes, we are creating map books that will make the GIS data available to the public. The map books could also be utilized in moving forward from this point, for example to compare new development and site plans with needs identified in this Plan.

Question: Can you show all recommendations at once?

Answer: It is very difficult to read the information when it is displayed all together. The maps here are the result of analysis to determine highest priorities, and the map books will be set up to show aspects of the project, such as crosswalk improvements or new curb ramps.

Question: Will this plan be relevant in 5 years?

Answer: Yes, we will continue to update the GIS information, to show changes, and to show new problems as that develop.

Question: How was the criteria set up?

Answer: A specific methodology was created to analyze the GIS data that was determined by various factors and conditions of the city.

Question: What about new developments?

Answer: There is an assumption that new development will be implemented correctly the first time, designed based upon the information and goals we have. It will be built into the plan.

Question: What about maintenance, it doesn't seem to be a part of the plan? Specifically, the Mount Vernon trail is covered with snow and inaccessible.

Answer: We have met with the maintenance department, discussed the data and how these improvements can be implemented through general maintenance programs. Note that the Mount Vernon Trail is maintained by the National Parks Service.

Question: This plan focuses on infrastructure and physical improvements. What about the aspect of unsafe driving practices? Will there be programs to educate people on safety in the roadway?

Answer: The City participates in the Street Smart program, with events twice yearly to provide education for motorists, pedestrians, and bicyclists. In addition, a traffic-calming program that has been in place for 7 years is focusing on increasing pedestrian safety, opposed to concentrating solely on improving motorist behavior. Work is being done in Richmond to lobby the General Assembly for improvements to the Commonwealth's pedestrian safety laws.

Question: Will there be the opportunity for feedback during the approval of the Plan?

Answer: Yes, new drafts will be provided online, through the Transportation Alternatives E-News. Changes to the plan will be pointed out so that residents can easily find the differences between editions, as well as new information.

Question: What is a climbing lane?

Answer: A climbing lane is a bicycle lane provided on the right side of the roadway on steep inclines, with the assumption that bicycle travel will slow while going uphill. This is beneficial on roadways where there is not enough width to create bike lanes on both sides of the road; instead a sharrow marking is provided on the downhill side and a separate lane for bicyclists on the uphill side.

Question: Is there a provision for a scorecard that can be used to assess the Plan over time?

Answer: The plan will be compared with the benchmarks set up in the Transportation Master Plan. An annual report will determine the success of the plan based upon these benchmarks.

Question: Can you show more people using the facilities? How will you do this?

Answer: We utilize census data, specifically "journey to work" information, to document the changes in numbers of users.

Question: Is pedestrian lighting going to be addressed?

Answer: We began with studying the lighting conditions, but without a photometric study, the information became too subjective, and did not fit with the other data being collected. The goal is to determine a means to collect objective data on lighting.

Question: Have you thought of other ways to improve lighting in the short term? For example, it would be relatively cheap to implement a program encouraging residents to leave their porch lights on. That way pedestrian routes would be well lit, the neighborhood would have an increase in safety, and it is an immediate change, just the flip of a switch.

Answer: That is a very good idea.

Question: How do we know this will make Alexandria a better place to bike?

Answer: The Pedestrian and Bicycle Mobility Plan is a companion piece to the City's draft Transportation Master Plan, which is a more concise document - albeit one with a larger scope. The Transportation Master Plan includes specific benchmarks for measuring improvements in the city's bikeways network. These measurements related to on-the-ground improvements, enforcement, education and more. In addition to tracking these measurements, the City does plan to apply to the League of American Bicyclists (LAB) for designation as a "bicycle-friendly community." Once the LAB designates the City, we will need to reapply at least every two years to ensure continued improvements.

Question: Does the Plan concentrate on Old Town?

Answer: We are very aware of the conditions of Old Town, we are working on including bike boulevards, which will still have vehicular traffic, but will be designed to be very bike friendly, and focused on bike and pedestrian travel. However, we want to implement improvements throughout the city. For example, trail improvements will be taking place in the western portion of the city.

Question: What about the Landmark area? The trail crossing at Interstate 395 is unmarked, without signage or signals, and dangerous.

Answer: We are already working on a project to improve those crossings. The project is funded and we are working with VDOT on 4 projects to increase pedestrian safety in this area.

Question: Have you considered looking at the data by corridors? For example, East Monroe?

Answer: The policies set forward are based upon highest priority. However, traffic calming and other measures are set up for the area.

Map Comments

Access to Transit Maps:

- "Timing at the signal" of Mount Vernon Avenue and Commonwealth Avenue is bad (arrows pointing north on Mount Vernon and west of Commonwealth)- "pedestrians should be directed to cross at same time as oncoming traffic".
- "The AT 10 bus stop" at the intersection of Commonwealth Avenue and Braddock Road "becomes a mud pit every time it rains."
- West Braddock Road from Commonwealth Avenue to Russell Road is bubbled with note to "improve AT 10 bus stops in area".
- East Braddock Road from Commonwealth Avenue to Mount Vernon Avenue is bubbled with note to add "crosswalks at AT 3-4 stops between Braddock Road and Russell Road".

- “Improve bus stop” at the intersection of North Fayette Street and Pendleton Street.
- North West Street is bubbled between Pendleton Street and Cameron Street, noted “high speeds by vehicles on this part of N. West St. Traffic calming needed”.
- “Need pedestrian signals at all 4 intersections” noted at the intersection of bike trails south of Duke Street, north of Wilkes Street, west of Dangerfield Road, and east of Diagonal Road (appears to be at John Carlyle Street circle).
- Several notes appear at bike connection between Eisenhower Avenue and Duke Street, including “traffic too fast on Jamieson”, difficult to cross Jamieson at Westin hotel because of blind curve in road”, and “need traffic calming in area”.

Safe Routes to School Maps:

- “Show traffic and have a crosswalk at Beth EL- very long distance between existing X-marks” noted approximately at the intersection of Seminary Road and St. Stephens Road.
- “Pedestrian crossing confusion because of lag” noted at the intersection of Mount Vernon Avenue and East Uhler Street.
- “Problems with curb cuts for handicapped persons and people parking and block what’s there” noted at the intersection of Burke Avenue and East Mt Ida Avenue. Explained to CR as a misalignment of opposite curb ramps, resulting in parked cars blocking clear path for people with disabilities.
- “Bad crossing” noted at the Braddock Road underpass at the train tracks near the Braddock Road metro stop.
- A comment to show the new connection routes at Monroe Avenue and Jefferson Davis Highway (Route 1) was made to CR.
- Concerns about East Randolph Avenue’s berm landscape were voiced to CR. Concerns included the location of the proposed bike path (if on top of berm, riders will be at the second story level of many homes) and the effects on the berm habitat and current wildlife. The resident noted that lighting may be necessary for safety, as many gates into communities are closed, and exits off the bike path will be limited. A desire to retain the berm for its blocking properties and habitat creating capabilities was discussed.
- Bubbles circling the two areas, Braddock Road between the train tracks to the east and Mount Vernon Avenue to the west; and on Mount Vernon Avenue between Braddock Road to the south and Spring Road to the north; noted that “drainage issues” exist.

Off-Street Bikeways Program Map:

- “New Beltway crossing to west side of Telegraph Road” noted at the intersection of Telegraph Road and the Capital Beltway.
- “WWB project” noted on Green Street from South Washington Street to the west and South Royal Street to the east.
- “Show Eisenhower Connector both on- road and side path” to show “existing ped- bike connection”.
- “Build shared- use path (‘to Beltway crossing’ added by another resident)” noted from Eisenhower Avenue Connector to Eisenhower Avenue, shown at Cameron Run Regional Park.

- “Needs work bike/ped crossing” noted at North Pegram Street termination at water body in Holmes Run Park.
- “Need more crossing opportunities” noted over water body in Holmes Run Park in the vicinity of North Ripley Street.
- Overpass/Underpass additions noted at Dora Kelley Nature Park and Glen Hills Park, at Sanger Avenue and North Beauregard Street, and at Duke Street on the southern tip of Holmes Run Park.

Community Pathways Program Map:

- “See on street bikeways” noted along North Beauregard Street.
- “Note improvements in process” noted at intersection of Duke Street and Henry G Shirley Memorial Highway (395).
- At the intersection of King Street, West Braddock Road, and North Quaker Lane, it is noted “traffic circle- see on street bikeways”.
- “Add ped-bike trail” noted east of the Eisenhower Avenue Connector (but connecting Eisenhower Avenue with the Capital Beltway), along with “existing ped-bike connection” marked along Eisenhower Avenue Connector.
- At the intersection of Russell Road and King Street it is noted “traffic circle- see on street bikeways”.

On- Street Bikeways Program Map:

- “Bike lanes of some sort on Beauregard” noted on North Beauregard Street.
- “This connection isn’t through” noted on Glen Hills Park at North Chambliss Street.
- “Climbing lanes” noted along North Van Dorn Street.
- At the intersection of King Street, West Braddock Road, and North Quaker Lane, it is noted “traffic circle”.
- At the intersection of Russell Road, Callahan Drive, and King Street, it is noted “traffic circle- integrate better car flow volume with safer ped and bike access”.
- Connection drawn in parallel and north of Eisenhower Avenue and south of the train tracks, from the Alexandria National Cemetery to the east, to Cameron Run Regional Park to west. Several notes added to connection, including a note that “bikers must get off bike” at train rail yard, “need to be able to bike here out to” noted east of the rail yard, “have to be very careful as a ped route” noted at the Taylor Run Parkway and Telegraph Road area, and “need to be able to walk into town” noted at Mill Road and Jamieson Avenue area.
- “Bike lane on slip ramp” noted along Jefferson Davis Highway (Route 1) from Monroe Avenue and to the north.
- “Continuous to intersection at JDH” noted from Monroe Avenue to the west to eastern (northbound) side of Jefferson Davis Highway, with note “create median with 2 lanes for cars” along Monroe Avenue to Mount Vernon Avenue to the west.

Comment Sheets

- Duke Street and I-395 pedestrians have no sidewalks and no markings at the on/off ramps. Do something now before a baby in a stroller is hit.
- Coordinate with DASH bus so bus stops are at the intersections rather than in the middle of the block where there are no crosswalks.

- City-sponsored bike concession convenient to visitors from National Harbor. Alexandria is the nature/history alternative to landscaped National Harbor.
- Agree with comment made at meeting that lighting improvements must be incorporated into this plan. There are many places in the city where lighting is insufficient for safe walking at night.
- Should be linked to places where bus stops improvements are being studied so people feel safe walking to and waiting at the bus stops after dark.
- A specific example would be the inadequate lighting at Commonwealth and Braddock, drivers can hardly see riders waiting at this stop.
- Would suggest bringing this plan to the attention of neighborhood associations in the city. Since the associations already spend a lot of time on pedestrian/traffic issues, they would seem to be in a good position to day what issues are high priority in their neighborhood.
- Need more input from people who walk across the city on tours in order to build more support for the plan.
- Tables from report and on slides 23-37 - "Number or Total Length..." include units for values in terms of length.
- Incorporate sidewalks into biking network, in selected areas.
- Potentially the largest increase in biking and walking is for short trips.
- Should include private schools in safe walking areas.
- Identify pedestrian bump outs and other obstructions for remedial action.
- A person should be able to walk or bike on Duke Street to Landmark safely - high priority.
- When approving new development, consider real problem of busy garage letting out across busy sidewalk. Very dangerous in Carlyle development (office building on Jamieson; Whole Foods on Holland Lane). Many of these cars do not stop or pay attention to pedestrians.
- Holmes Run Bike Bridge at Chambliss Street is needed now.
- More bike/ped crossings at Holmes Run needed.
- Do a public education campaign for people to turn on their porch lights. Consider working with police department on campaign.
- Also look into feasibility of some type of program (grants? Some sort of discount program) for people to add automatic (light sensitive) lights near property lines and sidewalk.
- Also consider public education for people to report existing street lights that are damaged or burnt out. Consider working with neighborhood associations to develop "neighborhood watch" for our street lights.

Email Comments

Hello,

I see that Mount Vernon Avenue is listed in the appendix under *Locations for Pedestrian Facility Improvements*, and I just want to support the dire need for improvement at the Mt. Vernon Avenue and West Glebe Road intersection (Popeyes to FoodWay shopping area).

An interim action that could help immediately would be to put in a more strongly worded "Right on Red, **AFTER** Stop, No Turn When Pedestrians Are Present" sign for the motorists traveling east on Glebe and turning right to go south on Mt. Vernon.

Thank you,
Peggy Ashbrook

Peggy Ashbrook
212 Guthrie Avenue
Alexandria, VA 22305
703-548-5624 home
703-472-7241 cell
pashbrook@aol.com

Dear Ms. Ashbrook,

Thank you for your comments regarding the City's Pedestrian and Bicycle Mobility Plan. I am copying our consultants, Toole Design Group, on our e-mails so they may incorporate your comments into the plan.

The City is currently investigating improvements to the intersection of W Glebe and Mount Vernon Ave., including new signage and/or geometric changes to the roadway. The intersection is slated for new pedestrian countdown timers and crosswalk improvements in 2008.

We appreciate your comments and look forward to working with you. Please feel free to contact me anytime.

All the best,

Yon Lambert
Pedestrian and Bicycle Program
Transportation & Environmental Services, City of Alexandria
703.519.3400 x 183 phone
yon.lambert@alexandriava.gov
www.alexandriava.gov/localmotion

The Alexandria Transportation Master Plan (TMP) and Pedestrian and Bicycle Mobility Plan (PBMP)

Summary. The City of Alexandria should prioritize the sidewalk and streetscape reconstruction of E. Monroe Avenue and E. Glebe Road as the main western gateways to and from Potomac Yard. For consistency, the city should replicate the tree-lined boulevard concept of the eastern gateways of Powhatan St. and Slaters Lane, which include 8-10 ft. wide sidewalks, medians, safety crosswalks, and bicycle paths.

Discussion. The top priority of TMP/PBMP is to reduce the impact of traffic by encouraging pedestrian and bicycle-friendly transportation initiatives. The TMP and PBMP are carefully planned, innovative, and accurately depict the national and local trends regarding pedestrian and traffic management. More importantly, the documents encapsulate the desires of Alexandrians – namely, to get people out of their cars to promote a healthier lifestyle, while lessening the adverse impacts of pollution, traffic congestion, and vehicular-pedestrian/bicycle hazards.

Successful implementation of the TMP/PBMP vision must prioritize attractive boulevards along the Del Ray east-west connectors leading into Potomac Yard. The Potomac Yard project represents one of Alexandria's greatest opportunities to reduce dependency on automobiles by providing environmentally-friendly transportation alternatives. Improved sidewalks will make it more attractive and efficient for people to walk or ride their bicycles. Accordingly, infrastructure improvements must include wide sidewalks with tree wells for shade trees, low-level pedestrian lighting, safe pedestrian crosswalks and connected bicycle paths. This will reduce pollution and mitigate traffic congestion while providing greater access for walkers, cyclists and people with disabilities. With attractive connector boulevards, Alexandria can realize its long-standing dream of becoming the national capital region's premier urban transportation model.

At the same time, careful consideration should be given to potential inconsistencies with regard to pedestrian and bicycle-friendly initiatives and the infrastructure improvement plans for the Del Ray-Potomac Yard connector streets. For example, at this point, aside from talking the eastern-most portion of Monroe close to grade, we are unaware of a comprehensive infrastructure improvement plan for E. Monroe (East of Mt Vernon Ave) that will connect with Potomac Yard. The reconfiguration of the Monroe Bridge and subsequent streetscape provides an opportunity to replicate other signature thoroughfares such as Powatan and Slaters during reconstruction of E. Monroe. This would unify the streetscape design and create a coherent landscape for Alexandria. It would be unfortunate that a connector street like E. Monroe to remain marked by extant 3-4 ft narrow decaying sidewalks punctuated with telephone poles and cable wire obstacles without trees. Currently, the avenue sidewalks fall well short of the basic standards of passable access, and the wide street - for a one lane road - does little to keep vehicles driving at the posted 25 mph speeding limit or dangerously and illegally passing turning vehicles.

Our recommendation to the City is to reclaim the many unused parking spots along this stretch of E. Monroe Ave in order to create a median, and allow for wider sidewalks and bike paths. This will benefit the citizens traveling to YMCA/Simpson Field, CVS/Giant/bakery, Commonwealth Academy school, Route One and GW Parkway. As it is right now, E. Monroe is nothing more than a long, hot, un-shaded stretch in the summer and a cold, dark, unattractive chasm in the winter! The current design encourages people to drive instead of walk or bike to these points; and it puts the burden of safety on children, families and elderly, some with few transportation options, who attempt to navigate the dangerous streets with baby strollers or grocery carriages. If Monroe and Glebe remain in their present state, they will assuredly continue to discourage people from walking or bicycling to Potomac Yard, Route One, and the Parkway.

Since moving to Monroe Avenue in 1995, we have done more than our fair share to beautify the area with the help of our Del Ray neighbors. We planted over twenty trees at personal expense, created the CVS garden, won three Alexandria Beautification Awards, all while expending many personal man hours and thousands of dollars in these endeavors. We have advocated for smart development of Potomac Yard, the vibrancy of Potomac West, the reconfiguration of the Monroe Ave Bridge, and the integration and connectedness of all of Alexandria to include Del Ray-Potomac Yard. As the bridge project transitions into Potomac Yard development, we expect the city to seize the opportunity to do it once...and do it right.

Recently, my 93 year-old neighbor and 60-year Monroe Ave resident provided me a copy of a 1940s letter from the City to Monroe Ave residents when the city took six feet of their private property on each side of E. Monroe to widen the street and narrow the sidewalks. It is time to reverse that mistake of putting cars before people. We encourage the City staff to model the behavior they seek from Alexandria citizens through these policies. Please consider reclaiming

the wide sidewalks to give credence to the TMP/PBMP plan. This action will truly pave the way to an integrated Del Ray-Potomac by giving people the chance to increase their quality of life, get out into the community, meet their neighbors, stroll the area safely, and live healthier lives.

Respectfully Yours,

Paul and Patrice Linehan
401 E. Monroe Avenue

Dear Mr. and Mrs. Linehan,

Thank you very much for your e-mail and comments related to the Transportation Master Plan and the Pedestrian and Bicycle Mobility Plan.

Many of the points articulated in your e-mail are supported by staff and are shown as recommend improvements in the Pedestrian and Bicycle Mobility Plan (it includes recommendations on E Monroe for crosswalk improvements, reconstruction of sidewalks and improvement of curb ramps, removal of obstructions and installation of bicycle facilities. The improvements in the Plan are shown in the "Access to Transit" map on p. 38 and in the "On-Street Bikeways" map on p. 42. The plan is available on-line here: http://www.alexride.org/pdf/bikeped_mobility_plan_112007.pdf)

As discussed previously, we do intend to take a hard look at E Monroe now that the road has been closed for the Monroe Avenue Bridge improvements. Staff is planning a meeting in the near future to discuss your letter and our next steps. Afterward, we will contact you and other members of the Del Ray Citizens Association to discuss potential improvements.

As always, we appreciate your input and look forward to working with you take make Alexandria more walkable and bicycle-friendly.

All the best,

Yon Lambert
Pedestrian and Bicycle Program
Transportation & Environmental Services, City of Alexandria
703.519.3400 x 183 phone
yon.lambert@alexandriava.gov
www.alexandriava.gov/localmotion

Thank you for the opportunity to comment on the city's proposed bicycle and pedestrian plan.

1. Signs alerting motorists to the presence of the crosswalk across West Braddock Road at approximately the intersection with North Early Street should be installed. Motorists at present have no advance warning of the crosswalk.

2. The city should consider a public education effort to inform city motorists that they are to STOP for pedestrians using crosswalks. At present, most of the time when I stand fully in the crosswalk on a city street, with my intention to cross the street abundantly obvious, motorists drive by without slowing, let alone stopping and yielding. They are not trying to be dangerous – for the most part they are genuinely ignorant of their duty to stop.

3. I have noted the narrowing of certain city streets in an effort to slow traffic. While slowing traffic to the speed limit is highly desirable, I believe this is not an appropriate way to do that.

Motorists slow down on a narrow street because a narrower street is *more dangerous* than a wide one (less visibility of children who may dart out, less room to maneuver in the event of a dangerous traffic obstacle or vehicle approaching from the opposite direction partially in the opposing lane of traffic, less room for emergency vehicles to pass, etc.). It does not make sense to me to reduce speeds for the purpose of increasing safety by a mechanism that decreases safety.

Thank you for consideration of my comments.

Thomas K. E. Shimkin
2205 Ivor Lane
Alexandria, Va. 22304-1016

Dear Mr. Shimkin,

Thank you for your comments regarding the City's Pedestrian and Bicycle Mobility Plan. I am copying our consultants, Toole Design Group, on our e-mails so they may incorporate your comments into the plan.

I have included responses to your comments below and would welcome the opportunity to discuss them:

(1) By copy of this e-mail, I am also notifying our Traffic Division of your request for pedestrian warning signs in advance of the crosswalk on W Braddock Road at the intersection of N. Early St.

(2) Currently, the Virginia code is unclear regarding the whether motorists must "stop" or "yield" for pedestrians. The City has been working closely with other jurisdictions in Northern Virginia and across the Commonwealth to introduce legislation in the 2008 General Assembly to clarify the code so that it more clearly and explicitly instructs cars to stop for pedestrians in crosswalks (the code is here: <http://leg1.state.va.us/cgi-bin/legp504.exe?000+cod+46.2-924>)

Additionally, the City participates in the biannual Street Smart campaign that focuses on pedestrian, driver and bicyclist safety. The information about the campaign is here: <http://www.mwcog.org/streetsmart/default.asp#> and we are doing outdoor advertising on MetroBuses and inside DASH buses in addition to numerous events.

(3) I am also copying our Traffic Calming Coordinator on this e-mail so that she may be aware of your comments regarding the narrowing of streets. There is quite a bit of information about our Traffic Calming Program available on-line here: <http://alexandriava.gov/tes/info/default.aspx?id=2834>

The City has a range of tools it uses to address speeding and pedestrian safety concerns. If you have specific questions, it might be helpful to speak with Sandra Marks at: 703.838.4411.

Thank you for your input and please feel free to contact us anytime.

All the best,

Yon Lambert
Pedestrian and Bicycle Program
Transportation & Environmental Services, City of Alexandria
703.519.3400 x 183 phone
yon.lambert@alexandriava.gov
www.alexandriava.gov/localmotion

December 4, 2007

Pedestrian and Bicycle Mobility Plan
ATT: Mr. Yon Lambert
City of Alexandria/T&ES
301 King St. Room 3200
Alexandria, Va. 22314

Dear Mr. Lambert:

I would like to take this time to express my opinions and concerns regarding the state of Alexandria's pedestrian access ways in the Historic District. I am a thirty four year resident of Alexandria, six of which have been here in Old Town. We are lucky enough to live in the historic core of the city at the corner of Pitt and Cameron Streets. We are therefore, acutely aware of and have first hand, witnessed the dangers that befall pedestrians to our fine city.

For some inexplicable reason, on the lower streets of Old Town, you MAY find some streetlights that include "walking" signals. The intersections where they are missing are along King Street and Pitt, St. Asaph, Columbus and Alfred Streets. As both a pedestrian and driver, I encounter too many chances for both drivers and pedestrians to meet fatally. Pedestrians seem to respect and follow the walking signals along those crossways where they are utilized. However, on the intersections where traffic signals to automobiles but not pedestrians...pedestrians seem to either ignore...or not realize they cross against a green light, thus putting themselves and the drivers in danger. My belief is that the precedence of crossing signals sparsely utilized gives the appearance of Pedestrian "right of way". This may be correct under the State Code; however, the laws of physics apply to those pedestrians stepping into the roadway against a red light when my 2 ton automobile is bearing down at the given 25mph.

Their omission perplexes me, given that they are seemingly simple and effective means to control pedestrians at these intersections. I have noticed a huge increase in foreign visitors within the last two years. Since different countries practice different levels of public safety, the one constant is the universal red light for "Do Not Walk". I cannot tell you how many near collisions with pedestrians I have encountered over my 6 years here in Old Town. I do, however, know the city is responsible for repairing this simple oversight, and maintaining consistency throughout the tourist hub.

I wish to thank the Alexandria Police for stepped up enforcement of traffic laws as they apply to bicyclist, particularly on Union and King. I think biking through Old Town must rank high as one of life's great pleasures for those to choose this mode of transportation. However, bicyclist too frequently disrespect pedestrians and flout the laws that APPLY to them equally as they do automobiles. Continued enforcement along Union is greatly appreciated.

Finally, at the risk of becoming the neighborhood pariah, I strongly recommend traffic calming along Pitt, Royal, St. Asaph and Fairfax Streets as the commuters from outside our area frequently threaten pedestrians in their quest to escape the backlogs along Rt. 1 during rush hour.

I invite you to join me for rush hour at my intersection of Pitt and Cameron to see the challenges my family experiences each and every day.

As we ponder ways to attract visitors to our great city and with possibilities looming in the

distance, we cannot take one pedestrian for granted. We share this city with the world and the community at large. One pedestrian injured needlessly when such simple solutions are at hand, can cost the city far more than the expense of a few well placed signals.

Regards,

Karen M. Byers

Karen M. Byers

Dear Ms. Byers,

Thank you for your e-mail and comments regarding the City's Pedestrian and Bicycle Mobility Plan. I am copying our consultants, Toole Design Group, on our e-mails so they may incorporate your comments into the plan.

I am also copying the city's Traffic Calming Coordinator, Sandra Marks, on this e-mail so she may see your comments regarding Pitt, Royal, St. Asaph and Fairfax Streets.

The City does have grant funding to install additional pedestrian countdown timers in Old Town at several of the locations you described. We are hopeful that this funding will be in place so that we may install the signals in 2008.

As always, we appreciate your comments and I assure you that they will be incorporated into the plan. The plan, incidentally, also recommends pedestrian signal improvements at King and Pitt, St. Asaph, Alfred and Fairfax Streets.

Please feel free to contact us anytime as we work to make Alexandria more walkable.

All the best,

Yon Lambert
Pedestrian and Bicycle Program
Transportation & Environmental Services, City of Alexandria
703.519.3400 x 183 phone
yon.lambert@alexandriava.gov
www.alexandriava.gov/localmotion

Hi Yon,

Unfortunately, due to family obligations, I am not able to attend tonight's meeting. Other members of the ACPD Transportation Committee may attend this meeting and provide a report to the Transportation Committee

I have read the minutes of the February 6 meeting and, as discussed earlier with you, found that the minutes left out the City's policy commitment to install accessible traffic signals if signals are installed or changed. Also, as I informed you earlier, I have spoken with Tom Culpepper several months ago who concurs with this recommendation. In addition, the Mayor feels that all bus stop signs should have lighting as a way to identify them and provide a safety measure.

Since, as you know, you and I could not obtain a copy of the plan in an accessible format that I could review, my capacity to respond to the plan is limited. Moreover, since this hearing occurs before our monthly meeting, comments at this time, are not official statements from the Commission.

Please keep me informed of developments on the plan.

Chet Avery, Chair
Transportation Committee

Chet and Sabra Avery
16 East Linden Street
Alexandria, Virginia 22301
703 549-4617

Chet,

Perhaps I wasn't following the e-mail trail between you and Yon as closely as I should have been. I thought you were getting a copy of the Pedestrian and Bicycle Transportation Plan in a text format; however, based on your e-mail below, it appears that you did not.

As you know, under Title II of the ADA, the City is required to ensure equally effective communication and to provide auxiliary aids and services to individuals with disabilities upon request. These can include such things as assistive listening devices, sign language interpreters, and alternative or accessible formats (e.g., large print, Braille, computer disk, or audio tape).

It also includes, as you requested, making PDF files and other electronic documents accessible to persons who rely on audible computer screenreaders.

The City has a commitment to provide information to persons with disabilities that is as equally effective and accessible as that provided to others. In my opinion, your request does not pose a fundamental alteration of a program or an undue burden, which is generally defined as a significant financial or administrative difficulty or expense. As a result, your request for an alternative format should be fulfilled.

Since this report is large, perhaps the text could be placed on a disk or CD-ROM. Or it could be broken down into several parts and e-mailed in installments. I will copy Yon and GERALYN Taylor, T&ES's ADA Coordinator, on this note so that steps can be taken to get you a copy of the Pedestrian and Bicycle Transportation Plan in a format that is accessible to you.

Mike

Mike Hatfield
Disability Resources Coordinator
Office of Human Rights
City of Alexandria, Virginia

703.519.3357
711 Virginia Relay

Mike,

Thanks for your message relating to ADA and public document responsibilities Yon and I discussed this matter and I let the matter drop as he discussed the document's size logistics

of getting it to me , etc. I want the material . the bulk of the materials, no doubt is due to the fact that it contains many maps and graphic drawings that will pose problems for my screen reader. Could someone take a look at the plan and see relevant these graphs are and how I can handle the maps and diagrams?

Is that a lot to ask?

Chet.

Chet and Sabra Avery
16 East Linden Street
Alexandria, Virginia 22301
703 549-4617

Chet and Mike-

We are working with the files to reduce the size and keep them in text format. We cannot transit the maps in text format but we're definitely getting the others together in text format. I hope to have them available for you by Monday.

Mike, if you can review the maps and graphics and make a suggestion about how Chet can handle them, it would be most appreciated.

Thanks,

Yon Lambert
Pedestrian and Bicycle Program
Transportation & Environmental Services, City of Alexandria
703.519.3400 x 183 phone
yon.lambert@alexandriava.gov
www.alexandriava.gov/localmotion

Yon,

I want to thank you and mike for your efforts in making this complex document accessible to me.

Have a great weekend.

Chet

Chet and Sabra Avery
16 East Linden Street
Alexandria, Virginia 22301
703 549-4617

Hi Chet,

I have attached text (Word) versions of the full Pedestrian and Bicycle Mobility Plan.

I want to emphasize that we very much wish for you and the ACPD Transportation Committee (if it so desires) to review the plan and provide formal comments.

The original documents were very large (20+ MB) but we have reformatted them and removed all of the

photos and graphics. Some tables do remain. Please let me know if these documents are accessible. I apologize for my misunderstanding; I was not aware that you could not access the PDF files at all, only that you were having trouble downloading them off the website. As I mentioned previously, if these documents do not work, please let me know the desired alternative format and we will be sure to get them to you.

There are two important notes to make:

(1) I will be sure to ask our consultants, Toole Design Group, to change the minutes of the February 6 meeting to reflect your concerns about Accessible Pedestrian Signals. However, please note that the policy on installing accessible pedestrian signals is referred to in the full Pedestrian and Bicycle Mobility Plan (see page 35 of the Appendix).

I have copied Dan Goodman at Toole Design Group on this e-mail. Dan, please change the attached meeting minutes ("DRAFTAlexandriaCommissiononPersonsWithDisabilitiesMeetingNotes_020607") to reflect Mr. Avery's concern about a reference to the city policy regarding Accessible Pedestrian Signals.

(2) I understand the concerns outlined below by you (and the Mayor) about lighting at bus stops. Although lighting was considered generally in the planning process and is referred to in the plan, this plan does not include specific recommendations for lighting improvements at bus stops. We specifically instructed Toole Design Group not to make these recommendations because this plan did not include enough funding to provide consistent and accurate photometric recommendations.

Although we typically support pedestrian lighting improvements at bus stops and crosswalks, the plan does not include specific recommendations. This may have to be considered in a future study.

Again, thank you for your input and please contact me if you have additional concerns. We would prefer comments by December 28 if this is possible.

All the best,

Yon Lambert
Pedestrian and Bicycle Program
Transportation & Environmental Services, City of Alexandria
703.519.3400 x 183 phone
yon.lambert@alexandriava.gov
www.alexandriava.gov/localmotion

Dear Yon and Dan:

Thank you for your good and hard work on this draft plan. I have some comments and questions.

The report takes a very practical approach to the challenge of improving the conditions for walking and biking, by taking a look at specific problems and making specific suggestions for solving them. But the overwhelming majority of the more than 5,000 recommendations are for relatively minor solutions. Thus, it's difficult to get a very good sense of what all of these recommendations, if implemented over a 10-year period, will ultimately produce, in terms of an overall better walking and biking environment. Is there a way of characterizing what

implementing all these recommendations will produce? Will it result, for example, in a somewhat better environment for walking and biking or a much better environment? Please explain your answer. Similarly, to what degree will implementation of this plan address the overall balance between pedestrians and bicyclists and vehicles? Will walkers and bikers be somewhat better off or much better off? Please explain your answer.

Another question has to do with how you define what constitutes a truly walking and biking oriented city and what it will take to get there. Certain U.S. cities, such as Boulder, CO, Portland, OR, and Davis, CA, have reputations for being walking and biking oriented. The culture is so ingrained that this walking and biking orientation actually attracts similarly minded people to move there. If the Alexandria plan is implemented, will Alexandria achieve what those cities have achieved? How would we compare with those other cities? For that matter, how would we compare with Arlington, which is also doing a lot in this area? These are important questions, because the City Council needs to know whether implementing this plan will be adequate to achieve its own vision. We don't want to give the Council the impression that implementing this plan will make Alexandria one of the most pedestrian-and biking-friendly cities in the country (unless, of course, that is true).

The solutions proposed in this report for improving the pedestrian and biking environment seem to be fairly standard practices in the field. But it would be interesting to know what other solutions we could have tried (and that other cities or counties have tried) that have made a difference--redesigning streets, for example, rather than simply adding sidewalks or bumping out curbs.

It should be made clear in the report which of the recommendations are simply updates from previously plans, especially the 1998 master plan, much of which hasn't been implemented. For example, aren't many if not most of the on-road and off-road bicycle lanes that the new plan proposes already in the 1998 master plan but not yet implemented? Certain people, especially Bruce Dwyer, need to be acknowledged for their previous work.

In recent years, the City Council and city staff has made some headway in making Alexandria a more pedestrian and biking friendly city, but, as this draft plan makes clear, we still have a ways to go. As my questions above make clear, I'm somewhat skeptical that even implementing all of the recommendations in the draft plan will take us into the top rank of pedestrian and biking oriented cities. I'd like to be convinced that I'm wrong. Thank you.

Bill Hendrickson
304 East Spring St.
Alexandria
703-549-7365

Pedestrian and Bicycle Mobility Plan
ATT: Mr. Yon Lambert
City of Alexandria/T&ES
301 King St. Room 3200
Alexandria, Va. 22314
Mr. Yon Lambert:

The other day as I was navigating my way through some of the neighborhood sidewalks, I

began thinking of the city's commitment to pedestrian and bicycle mobility. There are many neighborhood sidewalks that are nearly impassible on trash day, because the workers who empty the trash cans leave the large green trash cans blocking the sidewalks. It is difficult to know which sidewalks will be blocked, since trash days around the city vary. Since it is trash cans which are the impediment, the blockage occurs frequently at just about every house, and the large canisters are not easy to move. This makes it difficult for those in wheelchairs, parents pushing strollers or joggers, runners, and pedestrians. I hate to see the city spend a considerable amount of money for pedestrian and bicycle mobility around the city, when something as simple as the trash cans on trash day (which occurs all around the city and every week) are a huge impediment to mobility.

Sincerely,
Kirsten Fehrenkamp

Dear Ms. Fehrenkamp,

Thank you for your e-mail. By copy of this e-mail, I will ask your e-mail to be included in the comments for the Pedestrian and Bicycle Mobility Plan. Your points are well taken and I am also copying our Transportation & Environmental Services Solid Waste Division.

Thank you for your interest and I'll look forward to working with you to make Alexandria more walkable and bicycle-friendly.

All the best,

Yon Lambert
Pedestrian and Bicycle Program
Transportation & Environmental Services, City of Alexandria
703.519.3400 x 183 phone
yon.lambert@alexandriava.gov
www.alexandriava.gov/localmotion