

BICYCLE VISION, GOALS AND OBJECTIVES - COMMENTS (01/16/15)

Category	Original Text	Comments	How Comment will be Addressed
<p>Bicycle Vision</p>	<p>Bicycling will be a convenient and safe choice for transportation and recreation trips in Alexandria. The City will provide a network of facilities that link important destinations and appeal to bicycle riders of different ages and abilities, as well as programs and policies that encourage increased bicycling as a safe and active form of transportation and recreation. Bicycle facilities, programs and policies will foster social equity, ensuring that investments benefit people of all backgrounds and income levels, as well as geographic equity, ensuring that people throughout the City have access to safe, comfortable places to bike.</p>	<p>Change the language format so that it is written as an end state</p>	<p>Will change as requested</p>
		<p>Suggest saying "Bicycling will be a desirable choice for transportation and recreation in Alexandria"</p>	<p>The current terminology using "convenient" and "safe" are important aspects that were heard from the Ad Hoc Committee and public. Will keep those words, but add "desirable" to the goal.</p>
		<p>What does "comfortable" mean? Suggest saying "Stress-free"</p>	<p>No facility will be entirely "Stress-free". Recommend changing to "low-stress"</p>
		<p>Agree with the comment about including bicycling as a 'desireable choice.' I suggest revising the first sentence to say "...will be a convenient, safe and desirable choice..."</p>	<p>Will make change as requested</p>
		<p>When you discuss "facilities", make it more clear what that means. Perhaps use "infrastructure" or a parenthetical statement like "facilities (e.g. bike parking, bike lanes, etc.)"</p>	<p>The plan will include a list of definitions, including "bicycle facility".</p>
		<p>Change the Bicycle vision statement to the following: "Bicycling will be an <u>enjoyable</u> convenient and safe choice for transportation and recreation trips in Alexandria. The City will provide a network of facilities that link important destinations and appeal to bicycle riders of different ages and abilities <u>There will also be as well</u> as programs and policies that encourage increased bicycling as a safe and active form of transportation and recreation. Bicycle facilities, programs and policies will foster social equity, ensuring that investments benefit people of all backgrounds and income levels, as well as geographic equity, ensuring that people throughout the City have access to safe, comfortable places to bike.</p>	<p>The word "enjoyable" will be added to the Bicycle Safety Goal. Will keep "different ages and abilities" per input from the Ad Hoc and public. It is imporant to maintain the description of social equite, geographic equity, etc. as these were based on input from the community.</p>

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		<p>Need to add something that discusses reducing the number of vehicles on the road</p>	<p>Recommend adding the following to the Encouragement goal: "The City will promote bicycling as a means of improving transportation circulation, transit access, public health, environmental quality and recreation, <u>with the ultimate goal of increasing bicycling trips as a percent of all travel in Alexandria</u>"</p>
<p>Goals (General)</p>		<p>There is currently no connection made to Eco-City or the City's sustainability goals. Given that Eco-City has it's own goals and metrics that are directly related to encouraging cycling and walking, it seems there should be some sort of specific mention of the sustainability benefits in this plan. Maybe that belongs in the overall introduction, I just don't want the synergy to get lost. Looking thru the Environmental Action Plan, there are a lot of mutual goals already covered but three things stand out that are not mentioned in our goals: streetscape audits, 2 miles of bikeways added per year, and utilizing temporary bike parking at special events.</p> <p>I interpret the goals for both pedestrians and cyclists to be the same. While the wording is slightly different, it really just reflects the need to use bike or ped terminology. Have we considered having four common goals, then breaking out 2 sets of objectives under each goal? One benefit of this would be to show that the city gives bikes and peds equal weight, in the event that there are citizen concerns we are favoring one over the other. It would also show how integrated the issues are and that we are trying to address common mobility concerns for both groups in a holistic way</p> <p>There are desire lines / paths on the West End of the city that aren't reflected in the online wikimap exercise. Need better connectivity on the west end. Consider stating in the goals something about the West End</p> <p>Need goals that are measurable</p>	<p>The plan will include a section that references the City's Eco City policies / program, to ensure consistency. A separate goal is not required for the Pedestrian and Bicycle Master Plan Update.</p> <p>The Plan update will include both a new pedestrian chapter, and bicycle chapter, to be incorporated into the Transportation Master Plan. Therefore, separate pedestrian and bicycle goals and objectives are required.</p> <p>Will address as part of the network development and project recommendations.</p> <p>The performance measures will be measured each year. In addition, a policy will be included in the plan that requires a separate report that identifies specific targets for a subset of performance measures. The targets will be analyzed every two years to determine if they need to be changed. The report will be approved by the Transportation Commission and/or other approved bodies.</p>

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		There needs to be better east-west connectivity	Will address as part of the Network development and project recommendations
		Need for more bike share stations on the West End	Will address as part of project recommendations
		There need to be protected bike lanes, such as those in Arlington (S. Eads / 18th Street)	Will address as part of project recommendations
<u>Goal 1</u>	Engineering: The City will develop a connected bicycle network that includes both on-street and off-street facilities, as well as support facilities such as bicycle parking, that provide safe and comfortable accommodations for riders of all ages and abilities.	Change to say "... that provide safe and <u>enjoyable</u> comfortable accommodations for riders of all ages and abilities <u>with minimal disruption to the quality of life of affected neighborhoods.</u> "	Will keep "Comfortable" in sentence, and a definition will be provided in the plan. Will add "enjoyable" to the sentence. It is important to qualify riders of different abilities and ages per input from the community and Ad Hoc Committee. Do not support adding the last proposed words because it is difficult to measure "quality of life".
		Under Bicycle Engineering goal, add the following objectives: o 1.4 – Not reduce on-street parking o 1.5 – Not reduce the number of car lanes if congestion will increase. Example would be Prince Street. If Prince Street is reduce to one lane, traffic will back up and be miserable. o 1.6 – Don't turn Old Town into another Crystal City	The proposed additional objectives are more detailed than typically used, and will be addressed as part of the development of strategies, to be developed at a later date.
<u>Obj. 1.1</u>	Increase the total miles of on-street bicycle facilities to create a citywide network that enables safe bicycle travel in and between all City neighborhoods and from Alexandria to key destinations and bicycle facilities in neighboring jurisdictions.	What is the difference between 1.1 and 1.2? Is it on-street vs off-street? Make differentiation more clear.	Objective 1.1 focuses on on-street facilities, whereas 1.2 focuses on facilities aimed at persons with lower skills in bicycling. Will clarify.
		Use a different word than "facilities" – too ambiguous.	The plan will include a list of definitions, including "bicycle facility".
<u>Obj. 1.2</u>	Develop a citywide network of low-stress bicycle routes made up of protected bikeways, trails and neighborhood "slow streets" that connect important destinations and promotes bicycling as a safe and convenient mode of travel.	What is the difference between 1.1 and 1.2? Is it on-street vs off-street? Make differentiation more clear.	Objective 1.1 focuses on on-street facilities, whereas 1.2 focuses on facilities aimed at persons with lower skills in bicycling. Will clarify.
		I love the mention of neighborhood "slow streets."	Comment acknowledged
		What is "Low-stress"?	The plan will include a list of definitions, including "low stress".
		Need to better define what a "slow streets" means.	The plan will include a list of definitions, including "slow streets".
<u>Obj. 1.3</u>	Integrate the off-street trail system with the on-street bicycle network by providing wayfinding and well-designed transitions at trail access points, ensuring smooth transitions for bicyclists and minimizing conflicts between users of all travel modes.	what is meant by "wayfinding"? Use words that are easy for the public to discern.	The plan will include a list of definitions, including "wayfinding".
<u>Goal 2</u>	Encouragement: The City will promote bicycling as a means of improving transportation circulation, transit access, public health, environmental quality and recreation.		

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Obj. 2.1	Encourage and provide incentives for active lifestyles that include bicycling for transportation or pleasure.	What does "providing incentives" mean? Safe, well-maintained, and well-labelled routes that connect where I am to where I want to go are incentives to walk and bike.	The plan will include a list of definitions, including "incentives".
Obj. 2.2	Partner with other local and regional organizations to support existing and new programs that promote bicycling and active lifestyles.		
Goal 3	Education: The City will educate users of all transportation modes about bicycle safety, rights and responsibilities.	Under Bicycle Education goal, add the following objectives: o 3.4 – Change cycling behaviors at intersection and stop signs o 3.5 – Promote cyclist stay three feet from pedestrians o 3.6 – Remind all cyclists that pedestrians have the right-of-way through education and enforcement.	The proposed additional objectives are more detailed than typically used, and will be addressed as part of the development of strategies, to be developed at a later date.
Obj. 3.1	Initiate targeted outreach that aims to increase adult cyclists' and motorists' knowledge of safe bicycling and driving behaviors.	Change to "... motorists' knowledge of safe bicycling and driving behaviors and safety."	Will make change as requested
Obj. 3.2	Partner with public and private schools to support bicycle safety education and programs that support increased bicycling among the City's youth.		
Obj. 3.3	Educate public and private sector professionals who work on transportation, land use and development issues in Alexandria about Complete Streets principles and design.		
Goal 4	Safety: The City will create a safe bicycling environment that encourages bicycling as a safe and convenient mode of travel for riders of all ages and abilities, including children and older adults.	<p>Add recreation in addition to mode of travel</p> <p>Recommend a goal related to having "zero" fatalities</p> <p>For bicycle objectives, need to address maintenance of shoulders. Often shoulders are filled with debris which makes it difficult for bicyclists to ride in.</p> <p>We should be more explicit about lighting goals so that people feel safe walking and biking after 5pm. For instance, some major connectors, such as the pedestrian/bike path connecting Holmes Run to Eisenhower is pitch black.</p> <p>Change to "The City will create a safe bicycling environment that encourages bicyclist as a safe and convenient <u>efficient</u> mode of travel for riders of all ages and abilities (See note below), including children and older adults."</p> <p>Note: All cycling abilities cannot be accommodated. It is not safe for insecure and unbalanced cyclist to ride on a bike path with cyclists going 10-20 mph, or a protected bike path with parked cars and dividers. Cycling is a risk activity. Only secure cyclists should be riding near cars or speeding cyclists.</p>	<p>Will make change as requested</p> <p>An objective will be added to the Bicycle safety goal that addresses reducing bicycle fatalities and injuries.</p> <p>Under both the Bicycle and Pedestrian safety goals, will add "well-maintained". Specific maintenance recommendations will be developed as part of the strategies, to be developed at a later date.</p> <p>Lighting will be addressed as part of strategies, to be developed at a later date</p> <p>Changed to say "..encourages an enjoyable and convenient mode..." to be consistent with the Pedestrian safety goal. Efficiency is not necessarily an objective of recreational riders.</p> <p>Addressing the need to provide facilities for persons of all abilities was a comment that has been regularly provided to the City and through the public outreach process.</p>

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		Move the "Safety" goal to be the first goal, since safety is the most important issue.	Will make change as requested
		The narrow sidewalks in Old Town have multiple users (peds/bikes) that create safety issues. Another issue is the lack of maintenance for trees, that impede pedestrians	Will be addressed as part of strategies, to be developed at a later date.
Obj. 4.1	Reduce conflicts between bicyclists, vehicles, and pedestrians by implementing a range of bicycle facility treatments appropriate to a street and its surrounding context.	what is meant by "facility treatments"?	The plan will include a list of definitions, including "bicycle facility".
Obj. 4.2	Improve the safety of bicyclists and drivers through effective law enforcement implemented in coordination with other bicycle-focused programs, policies and facility improvements.		
Performance Measures (General)		For Bicycle Performance measures, add something related to the percentage of people bicycling for recreation	
		For the performance measures, suggest sorting them by goal	Will make change as requested
		Performance measures need to address how to connect major activity centers with improved facilities; ie, were there any sidewalks completed that connect to a shopping center. Need to capture if people believe they can walk or bike from hub to hub or where the live/work to a hub.	Developing a performance measure that is measurable or quantifiable for major activity centers would be difficult. This will be addressed in the plan through the development of the bicycle network that provides connectivity to major activity centers.
		Concerned that the performance measures don't have any numbers attached to them	The performance measures will be measured each year. In addition, a policy will be included in the plan that requires a separate report that identifies specific targets for a subset of performance measures. The targets will be analyzed every two years to determine if they need to be changed. The report will be approved by the Transportation Commission and/or other approved bodies.
		Same comments as above re: maintenance requests, real time data and BPAC counts. Number of bike spaces wording seemed awkward. Either reword as "bike parking spaces" or make it about bike racks. The size of racks obviously varies, so I can see that parking spaces would be a better measure, though it may be less meaningful/recognizable to the public.	Keep performance measure as is. Number of spaces provides a better indication of how many bikes can be parked.

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		<p>The performance measures need to be better tied to the goals to be meaningful. For example, knowing the number of Localmotion literature that is handed out doesn't really mean anything.</p>	<p>The performance measures will be measured each year. In addition, a policy will be included in the plan that requires a separate report that identifies specific targets for a subset of performance measures. The targets will be analyzed every two years to determine if they need to be changed. The report will be approved by the Transportation Commission and/or other approved bodies.</p>
		<p>Discussed with staff (after Ad Hoc Committee Meeting) need to provide targets in the performance measures</p>	<p>The performance measures will be measured each year. In addition, a policy will be included in the plan that requires a separate report that identifies specific targets for a subset of performance measures. The targets will be analyzed every two years to determine if they need to be changed. The report will be approved by the Transportation Commission and/or other approved bodies.</p>
		<p>Add a measure that addresses percentage of children who walk or bike to school per year.</p>	<p>Will add a performance measure related to percentage of children that bike to school (only if ACPS has ability to collect this information)</p>
<p>Perf. Measure 1</p>	<p>Percent of people bicycling to work</p>	<p>Add a target increase of 5% per year</p>	<p>The performance measures will be measured each year. In addition, a policy will be included in the plan that requires a separate report that identifies specific targets for a subset of performance measures. The targets will be analyzed every two years to determine if they need to be changed. The report will be approved by the Transportation Commission and/or other approved bodies.</p>
<p>Perf. Measure 2</p>	<p>Number of bicycle-motor vehicle crashes, as well as bicyclist injuries and fatalities</p>	<p>Include bicycle-pedestrian injuries.</p>	<p>Will make change as requested</p>
<p>Perf. Measure 3</p>	<p>Miles of on-street bicycle facilities citywide</p>		
<p>Perf. Measure 4</p>	<p>Miles of off-street trails citywide</p>	<p>Add a measure that is related to miles of lower stress bicycle facilities such as protected bike lanes or other grade separated facilities.</p>	<p>Will change Performance Measure #3 to include "by type" which should address low-stress facilities.</p>
<p>Perf. Measure 5</p>	<p>Number of intersections improved with bicycle accommodations (bike boxes, bike signals, bicycle-compatible loop detectors, etc)</p>		
<p>Perf. Measure 6</p>	<p>Number of bike share trips in Alexandria</p>		
<p>Perf. Measure 7</p>	<p>Number of schools participating in Safe Routes to School programs and/or offering bicycle safety programs</p>	<p>Change to "Percentage of schools participating in Safe Routes to Schools and/or offering bicycle safety programs.</p>	<p>Will make change as requested</p>
<p>Perf. Measure 8</p>	<p>Number of adult bicycle safety courses offered</p>		
<p>Perf. Measure 9</p>	<p>Number of people who are reached through the Local Motion program</p>		

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Perf. Measure 10	Number of bike spaces installed	Suggest using bike parking “racks” rather than spaces. One rack may hold five backs in an orderly fashion, or twice as many crammed in.	Keep performance measure as is. Number of spaces provides a better indication of how many bikes can be parked.
Perf. Measure 11	Number of bicycle facility maintenance requests that are addressed	Should address signage on bike routes and trails as well as on the Alexandria website about how we can report route/trail conditions and what standard of maintenance we have a right to expect.	This will be addressed primarily through the strategies to be developed at a later date. In addition, reporting of trail conditions can be done today, through the Call.click.connect program.