

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

Category	Original Text	Comments	How Comment will be Addressed
<p>Pedestrian Vision</p>	<p>Walking is vital to the health of mobility of Alexandria’s residents, workers and visitors. The City will provide safe and accessible streets, intersections and trails, as well as programs and policies that encourage increased walking as a safe and active form of transportation and recreation. Pedestrian 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 walk.</p>	<p>Pedestrian Vision: When you talk about all users, you need to include the disabled. Maybe say “all abilities”. The Pedestrian vision refers to safe and accessible. Accessible for persons with disabilities is required by law. We should stress “safe”. Worried about trading away safety when funds are insufficient to do a complete job</p>	<p>Will change to say “..ensuring that investments benefit people of all backgrounds, <u>abilities</u>, and income levels..”</p>
		<p>Change the Pedestrian vision statement to the following: “Every Alexandria City resident, worker and visitor are a pedestrian during some portion of their day. Rather than driving to their destination, the City should promote walking. The City will make every effort to provide sidewalks, intersections and trails that are safe, accessible and enjoyable for users of all age groups, disabilities and impairments. The City will encourage walking for recreation and transportation”.</p>	<p>This suggested change is not supported because it does not address programs, policies, social equity or geographic equity that was noted as important elements by both the Ad Hoc Committee and public.</p>
		<p>First sentence, should it read “...to the health and mobility...”? Last sentence, I recommend saying “...benefit people of all backgrounds, abilities and income levels...”</p>	<p>Will make change as requested.</p>
		<p>Change the language format so that it is written as an end state, ie, “The City provides safe...”</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. sidewalks, curb ramps, etc.)</p>	<p>The plan will include a list of definitions, including the term “pedestrian facilities”.</p>
		<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 walking as a means of improving transportation circulation, transit access, public health, environmental quality and recreation, <u>with the ultimate goal of increasing walking trips as a percent of all travel in Alexandria.</u>”</p>

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Goals (General)		<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>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>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>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>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>Will address as part of network and project recommendations</p>
		<p>Need goals that are measurable</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>Need a multi-use trail along Beauregard</p>	<p>Will address as part of project recommendations</p>
<p><u>Goal 1</u></p>	<p>Engineering: The City will provide a continuous, connected and accessible pedestrian network that enables people of all ages and abilities, including children, older adults, and individuals with disabilities to move safely and comfortably between places and destinations.</p>	<p>If there is an interest in making the language more concise (not saying you should), you could shorten language (without changing message) to: "The City will provide a continuous, connected and accessible pedestrian network that enables people of all ages and abilities to move safely and comfortably to their destinations."</p>	<p>Will make change as requested.</p>

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		<p>For the Pedestrian Engineering goal, revise to say: “The City will provide a continuous, connected and accessible pedestrian network that enables people of all ages and abilities to move between places and destinations <u>in a pleasant and safe environment without obstacles in their way.</u></p>	<p>Will remove reference to specific persons and ages as requested. Do not support adding qualifier at end of sentence because the word "comfortably" addresses conflicts with obstacles.</p>
		<p>Under the Pedestrian Engineering goal, add the following objectives: o 1.4 - Provide better lighting when possible. o 1.5 - Will not disrupt character of the historic district o 1.6 – Sidewalks will be repaired with like surrounding material (i.e., Not slapping black asphalt to repair concrete).</p>	<p>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.</p>
Obj. 1.1	Increase the percentage of streets with sidewalks on both sides.	While there is mention of streets with sidewalks on both sides, what about areas that don't have one at all? Should it more generally say "Ensure sidewalks are available on all streets, and increase the percentage..."	Will make change as requested.
Obj. 1.2	Make intersections throughout the City safe and comfortable for pedestrians.	<p>What is the meaning of “comfortable”? Suggest other words such as safe, stress-free, etc</p> <p>In response to other comments, I like the term 'comfortable.' While it's subjective and not easily definable (neither is 'safe'), I think it is a meaningful term that conveys intent.</p>	<p>The plan will include a list of definitions, including the term "comfortable".</p> <p>Comment noted. Will include a list of definitions including the term "comfortable".</p>
Obj. 1.3	Increase the number and quality of off-street pedestrian connections that provide links between adjacent destinations not connected by the street network, such as neighborhoods, multifamily housing developments, shopping districts, parks, schools and trails.	Shorten to "Increase the number and quality of off-street pedestrian connectors between adjacent..."	Will make change as requested
Goal 2	Encouragement: The City will promote walking as a means of improving transportation circulation, transit access, public health, environmental quality and recreation.	<p>Suggest an objective to use City communication resources to promote walking and biking.</p> <p>Under Pedestrian Encouragement goal, add the following objectives: o 2.3 – Become a recognized platinum level “walk friendly community www.walkfriendly.org o 2.4 – Decrease the number of cars on the road by encouraging children to use buses, walk or carpool to school rather than a parent driving them. Work with private schools to offer bus transportation. o 2.5 – Work with schools to decrease the weight of children’s backpacks to make walking to school an easier choice.</p>	<p>The current objectives assume use of city resources. A performance measure will also address use of city resources.</p> <p>Agree to add a new objective 2.3 related to being recognized as a platinum level walk friendly community. Will add this objective, as well as a similar objective for the Bicycle Encouragement goal. Other proposed objectives are more detailed than typical objectives, and will be addressed as part of the strategies.</p>
Obj. 2.1	Encourage and provide incentives for active lifestyles that include regular walking.	<p>what types of incentives are meant here? Can this be more specific?</p> <p>Agree that the objective on incentives is very vague, and that city communications/outreach could be added here as an objective.</p>	<p>The plan will include a list of definitions, including the term "incentives".</p> <p>The plan will include a list of definitions, including the term "incentives".</p>

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		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 the term "incentives".
Obj. 2.2	Partner with other local and regional organizations to support existing and new programs that promote walking and active lifestyles		
<u>Goal 3</u>	Education: The City will educate users of all transportation modes about pedestrian safety, rights and responsibilities.		
Obj. 3.1	Initiate targeted outreach that aims to increase adult pedestrians' and motorists' knowledge of safe walking and driving behaviors and traffic laws related to pedestrian travel		
Obj. 3.2	Partner with Alexandria public and private schools to implement pedestrian safety education and programs that support increased walking among the City's youth		
Obj. 3.3	Ensure that education efforts reflect the diversity of the Alexandria community, with messages and programs offered in various languages whenever possible and targeting communities with the greatest need.		
Obj. 3.4	Educate public and private sector design professionals, city groups and the public who are involved with Alexandria's transportation system on Complete Streets principles and design.		
<u>Goal 4</u>	Safety: The City will create a safe and comfortable pedestrian environment that encourages walking and is functional for people of all ages and abilities, including children, older adults and individuals with disabilities.	<p>When we discuss safety, what does that mean? Is "safe" and "comfortable" the same thing, or different? There are always trade-offs that are made. A lot of projects compromise safety for engineering.</p> <p>Shorten by ending goal at "ages and abilities" since you are including all.</p> <p>Recommend a goal related to having "zero" fatalities</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 say "The City will create a safe and comfortable <u>enjoyable</u> pedestrian environment..."</p> <p>When you discuss safety, does this include night time hours? Don't see anything related to lighting</p> <p>The narrow sidewalks in Old Town have multiple users (peds/bikes) that create safety issues. Another issue is the tree roots cause uneven sidewalks, but City arborist won't allow the trees to be disturbed to address sidewalk issues</p>	<p>The plan will include a list of definitions, including the terms "safe" and "comfortable".</p> <p>Will make change as requested</p> <p>An objective will be added to the Pedestrian safety goal that addresses reducing pedestrian fatalities and injuries.</p> <p>Lighting will be addressed as part of strategies, to be developed at a later date.</p> <p>Will add the word "enjoyable" as proposed.</p> <p>Lighting will be addressed as part of strategies, to be developed at a later date</p> <p>Use of sidewalks, and maintenance will be addressed as part of strategies, to be developed at a later date.</p>

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		Some of the pedestrian countdown signals have signs that say “don’t enter the crosswalk once the red hand appears	Signals to be addressed as part of strategies, to be developed at a later date.
		Move the "Safety" goal to be the first goal, since safety is the most important issue.	Will make change as requested
		Under Pedestrian Safety goal, add the following objectives: o 4.4 – Ban cyclists from sidewalks narrower than four feet or where there is outdoor dining. o 4.5 – Cyclists and vehicles must stay three feet from pedestrians. o 4.6 – Try to promote wearing of reflective clothing. o 4.7 – Cyclists and motor vehicles must yield to pedestrians.	The proposed objectives 4.4, 4.5 and 4.6 are more detailed than typical of objectives, and will be addressed as part of the policy, and strategy development at a later date. The proposed objective 4.7 is already a state law, and does not require an objective.
Obj. 4.1	Ensure that all streets, trails and intersections have accessible curb ramps, and that pedestrian crossings are well designed using national best practices for safety and accessibility.	Objective 4.1 is a mix of specific and vague - it mentions curb ramps, but that is just one type of infrastructure improvement. The comment on lighting is valid - should there be a parenthetical at the end of this objective (e.g., lighting, minimal crossing distances)?	Propose change as follows: "Ensure that all streets, trails and intersections are accessible, safe and well designed using national best practices for safety and accessibility."
Obj. 4.2	Partner with Alexandria Police Department to improve the safety of pedestrians and drivers through effective law enforcement implemented in coordination with other pedestrian-focused programs, policies and facility improvements.	Edit to say “... to improve the safety of pedestrians, cyclists and drivers...”	Will make change as requested
		What is meant by “facility improvements”?	The plan will include a list of definitions, including the term "pedestrian facility".
Obj. 4.3	Reduce conflicts between pedestrians, vehicles, and bicyclists by implementing a range of bicycle facility treatments appropriate to a street and its surrounding context.	Why are we discussing bicycle treatments on a pedestrian objective? Also, may want the objective to be more about implementation of facility treatments.	Will edit to say "...by implementing a range of <u>pedestrian</u> facility treatments..."
		It rightly has bicycles mentioned re: reducing conflicts, but I think the latter part should be revised to say "...implementing a range of facility treatments..."	As this objective is related to pedestrian safety, will keep as pedestrian facility treatments, and include a definition of pedestrian facility in the plan.
		What is meant by “facility treatments”?	The plan will include a list of definitions, including the term "pedestrian facility"
Performance Measures (General)		Suggest having numeric targets for measures	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.
		For the performance measures, suggest sorting them by goal.	Will make change as requested

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		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 pedestrian focus areas.
		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.
		The number of maintenance requests addressed seems to miss the mark. It would be more effective to either measure the requests received AND the requests addressed, or the % of requests received that are addressed. Most of the measures are annual, but many communities have seen benefits in making crash data available nearly real-time. Also, is there a place for the BPAC bike/ped quarterly count data? I have seen the city cite those data, but maybe they aren't official enough.	Will change to be "Percentage of maintenance measures addressed". BPAC data is not controlled by the City.
		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.	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.
		Discussed with staff (after Ad Hoc Committee Meeting) need to provide targets in the performance measures	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.
		Add a measure that measures the reduction of cars dropping off/picking up students	The proposed performance measure would be difficult to collect. A new performance measure that identifies the percentage of children walking to school will be added, which is a good proxy for this.
		Add a measure that addresses the percentage of city workers not driving to work. The City should be recorded to "live by example".	The performance measure that identifies the percentage of people walking to work is a good proxy for this.

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		Add a measure that addresses percentage of children who walk or bike to school per year.	Will make change as requested
		One option (rather than have targets within performance measures) is to have a policy in the plan that addresses need to have targets, and targets would be in a separate document to be updated as needed.	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.
Perf. Measure 1	Percent of people walking to work	Add a target increase of 5% per year	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.
Perf. Measure 2	Number of pedestrian-motor vehicle crashes, as well as pedestrian injuries and fatalities.	Include bicycle-pedestrian injuries.	Will make change as requested
Perf. Measure 3	Linear feet of new or reconstructed sidewalk, citywide.	New and reconstructed sidewalks should be counted separately.	Will remove reference to "reconstructed" sidewalks.
		Linear feet of reconstructed sidewalks does not really mean much, since it isn't really adding new facilities.	Will remove reference to "reconstructed" sidewalks.
Perf. Measure 4	Miles of paved off-street trails, citywide.		
Perf. Measure 5	Number of intersections that are treated with safety and accessibility improvements.		
Perf. Measure 6	Number of schools with Safe Routes to School programs and/or offering pedestrian safety education.	Need more than one measure for Education.	Will add a performance measure related to percentage of children that walk to school (only if ACPS has ability to collect this information)
		Include private schools as a responsible group	The City does not have the ability or resources to coordinate or collect data from private schools
		Change to "Percentage of schools participating in Safe Routes to Schools and/or offering pedestrian safety programs.	Will make change as requested
Perf. Measure 7	Number of people who are reached through the Local Motion program.	List of incentives offered and number of persons accessing services. Number of communications thru city outlets (web postings, emails, signs, number of schools and students participating).	Measuring the number of persons accessing all of the specific communications would be difficult. The list of incentives is addressed in the City's Transportation Demand Management (TDM) Plan.
Perf. Measure 8	Number of maintenance requests related to a pedestrian issue that are addressed.		
Perf. Measure 9	Percent of signalized intersections with pedestrian countdown signals.		

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Perf. Measure 10	Percent of people walking to work at employers participating in Local Motion Transportation Demand Management (TDM) program.		
Perf. Measure 11	Percentage of people walking to transit	Add a target increase of 5% per year	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.