

Pedestrian and Bicycle Master Plan (January 13, 2016 draft) - Key AlexEngage Comments (As of 02/05/2016)

No.	Comments	How Comment has been Addressed
1	13% of individuals who responded to the last question made a comment coded as "Strategies: Vision Zero": Commenters show general support for Vision Zero. Commenters believe that Vision Zero should be implemented as soon as possible. Commenters believe that enforcement measures will need to be changed/increase to implement Vision Zero. Many commenters who discussed Vision Zero also discussed separated/protected bike lanes and a need/desire to see implementation timelines.	The Vision Zero strategies in both the Pedestrian and Bicycle sections have been moved to the first program/policy strategy.
2	11% of individuals who responded to the last question made a comment coded as "Enforcement", although comments varied about who should be enforced (e.g. some commenters noted the need for stronger enforcement of automobiles and their illegal interaction with bike facilities, while others noted the need to enforce the cyclists and pedestrians who fail to stop at stop signs or jaywalk.	The plan does not include strategies related to enforcement, but focuses on education for all users of the roadway. As the Vision Zero program is implemented, the City will consider opportunities for improved enforcement.
3	10% of individuals who made a comment coded as "Prioritize Separated/Protected Bike Lanes": Commenters who discussed separated bike lanes suggested that these facilities are paramount to actually encourage people to bicycle in Alexandria. Commenters also often discussed how these facilities are preferable to standard bikes lanes and sharrows. Some commenters provided links to literature to support their concerns for sharrows.	The plan has been revised to include stronger language about how protected facilities improve safety, and should be considered when feasible. A new sentence was added on Pg 48 - " <u>With this in mind, the future bike network will incorporate low-stress facilities like separated bike lanes, buffered bike lanes, and Neighborhood Bikeways whenever possible and appropriate (these facilities are defined on the following pages).</u> "
4	9% of individuals who responded to the last question made a comment coded as "Timing Implementation Questions/Concerns":	<p>The plan has been edited to include more specificity in the Implementation section regarding timing of the plan, and goal to implement priority projects within first 5 years. Updates on page 64. "<u>To be most useful to the City, this implementation strategy must allow for flexibility and encourage City staff to take advantage of opportunities as they arise. For example, the City will continue to implement pedestrian, bicycle and other Complete Streets improvements in concert with routine street resurfacing or based on safety concerns. Similarly, opportunities may arise to implement pedestrian, trail or bicycle improvements in coordination with development/redevelopment. These types of opportunities should always be leveraged in support of a more walkable and bicycle-friendly future for Alexandria.</u></p> <p><u>The City will also take proactive steps to implement the strategies and projects recommended in this Plan. Within the first five years, staff will work to implement many of the recommendations in the Case Study Areas, and will leverage repaving and development opportunities to implement pedestrian-focused improvements in areas not covered by the Case Studies. The City will pursue funding from grants and through the City's budget process to begin implementation of the priority projects shown on the following pages. Additionally, the City will immediately begin to develop a Vision Zero Program and identify what elements would be included in the program, as well as funding needs. The City already has many, existing safety-focused programs that may be incorporated into the Vision Zero effort, in addition to the development of new programs.</u></p>
5	6% of individuals who responded to the last question made a comment coded as "Snow Removal": Commenters who discussed snow most frequently referenced the need for partnerships with NPS to clear the Mount Vernon Trail. Commenters also discussed plowing and piling on sidewalks and/or curb ramps.	Addressed in Bike engineering strategy #6, and Bike program strategy #4, and Pedestrian engineering strategy #6.

Pedestrian and Bicycle Master Plan (January 13, 2016 draft) - Key AlexEngage Comments (As of 02/05/2016)

No.	Comments	How Comment has been Addressed
6	5% of individuals who responded to the last question made a comment coded as "Survey Design": Commenters who discussed the survey typically noted that 1) not all questions should be required; or, 2) the survey forced respondents to support things one may not support. In reference to 1), commenters felt that in places where they had no preference or lacked a complete knowledge of a particular project, they were still forced to respond to a question. For 2) some commenters stated that the survey was disingenuous in that it did not allow individuals the opportunity to voice opinions about lack of need to pursue ped/bike projects. These individuals noted they could only do this in the last open response question.	Comment acknowledged. Future surveys will consider this issue.
7	5% of individuals who responded to the last question made a comment coded as "Goals: Bicycle Education": Commenters who discussed this more often talked about the need to ensure that bicyclists understand laws and rules of the road. Some commenters discussed education programs that help drivers understand the rules and laws of the road as they pertain to cyclists.	Addressed in Pedestrian program strategy #9, and Bicycle program strategy #11.
8	5% of individuals who responded to the last question made a comment coded as "Sharrows Ineffective": these commenters discussed how sharrows are either less desirable or unacceptable bicycle facilities. Some provided justification for their response using outside sources.	Acknowledged. Per comment #3 above, the plan will include some language about how enhanced, and especially protected bike facilities improve safety, and should be explored as much as feasible.
9	4% of individuals who responded to the last question made a comment coded as "Expand Bikeshare": these commenters expressed either general support for Bikeshare, or noted a proposed location in their response. Some individuals highlighted the need for Bikeshare to expand into the West End of the City.	Acknowledged. The Bikeshare section includes locations throughout the City, including the West End.
10	4% of individuals who responded to the last question made a comment coded as "Idaho Stop": commenters discussing the idaho stop voiced support for an ordinance that would allow cyclists to yield rather than stop at an intersection. Some respondents noted that DC allows this. One commenter (not included in the 4%) voiced opposition to this specific policy, noting that cars and pedestrians have to stop, and that the policy isn't about safety of cyclists, and is instead about their convenience.	This City of Alexandria does not typically diverge from the State code regarding bicycle laws; legislative changes would need to be considered at the state level.
11	3% of individuals who responded to the last question made a comment coded as "Cost/Benefit Analysis": these commenters discussed the use of tax-payer money on projects that won't generate reasonable return on their investment, or noted outright that they do not support the use of City funds on pedestrian and bicycle improvements.	Acknowledged. Pedestrian and bicycle facilities are part of the overall transportation system of the City, and are supported in the Strategic Plan, and Transportation Master Plan.
12	3% of individuals who responded to the last question made a comment coded as "Prioritize Connected Network": these commenters noted gaps in existing network (both bicycle and pedestrian) and stated that priority should be given to projects that help eliminate these gaps.	Acknowledged. The prioritization criteria included "connectivity" as a measure. Also addressed in pedestrian engineering strategy #2.
13	3% of individuals who responded to the last question made a comment coded as "Goals: Pedestrian Education": these commenters typically discussed the need to educate sidewalk users about laws relating to sidewalk usage/issues with jaywalking etc.	Addressed in Pedestrian program strategy #9, and Bicycle program strategy #11.
14	2% of individuals who responded to the last question made a comment coded as "Elderly/Disabled": these commenters discussed the need to improve the pedestrian experience for elderly and disabled users. One comment addressed the potential conflicts between cyclists and elderly/disabled individuals.	Addressed in Pedestrian engineering strategies #1, #3, #8, #9, #10, and program strategies #2, and #8.
15	2% of individuals who responded to the last question made a comment coded as "Lighting": these commenters discussed the importance of lighting in creating a more-pedestrian and bicycle friendly environment. Some commenters noted opportunities for trail lighting.	Addressed in Pedestrian engineering strategy #4, and #5.

Pedestrian and Bicycle Master Plan (January 13, 2016 draft) - Key AlexEngage Comments (As of 02/05/2016)

No.	Comments	How Comment has been Addressed
16	2% of individuals who responded to the last question made a comment coded as "Vehicle Speed": these commenters discussed vehicle speeds and their effect on pedestrianism/cycling. These comments also noted the importance of traffic calming or speed reductions.	Addressed in Pedestrian program strategy #9, and Bicycle program strategy #11. The Complete Streets design guidelines include ways to reduce travel speeds. Enforcement is not specifically addressed in the plan.
17	2% of individuals who responded to the last question made a comment coded as "Pedestrian Safety": these comments discussed the general importance/issued support for strategies related to pedestrian safety.	Addressed thru most of the pedestrian strategies, as well as the Complete Streets design guidelines.
18	2% of individuals who responded to the last question made a comment coded as "Prioritize Pedestrian Walkways": these commenters issued general support for addressing walkways and crosswalks as projects of the utmost importance. These commenters felt that pedestrian infrastructure should be pursued before and/or instead of other projects.	Addressed thru most of the pedestrian strategies, as well as the Complete Streets design guidelines.