

#	Comment	Staff Response
1	<p>(Verbal comments recorded by staff) Consider how e-bikes fit into the plan (e.g. do design standards support e-bike use, how will e-bikes be accommodated / supported given how they make biking more accessible for older adults)</p>	<p>E-bikes will be considered in the development of design standards, education and encouragement programs, and other relevant policies. (Chapter 4, Policies and Programs)</p>
2	<p>I noted in the Bike Plan PowerPoint presentation page, 10, Top 3 Barriers to Bicycling, number 2, that unpredictable or aggressive drivers are a concern (to bicyclists). I would also state the same for motorized vehicle operators pertaining to bicyclists. I have observed bicyclists riding extremely fast on sidewalks when bike lanes are available. I have also noticed bicyclists "running" red lights and weaving in/out of moving and stopped traffic. As such, I state that some bicyclists ride in an unpredictable and aggressive manner. Bicyclists also need to be taken to task when riding in such a manner. Our streets are congested with numerous types of vehicles and everyone using them needs to operate in a safe manner.</p>	<p>Opportunities will be sought to collaborate with police and other relevant organizations education and enforcement policies for users of all transportation modes (drivers, bicyclists, pedestrians, etc.) (Chapter 4, Policies and Programs)</p>
3	<p>This looks like a great action plan to get more bikes on the road. I use my bike frequently when I have it home but it generally lives at our vacation house. This is because it is flat there and one can travel long distances to many locations by bike. The problems here have always been a lack of convenient bike connection between different parts of the city, and elevation. I live in country club hills and there are few senior citizens who would enjoy tackling the uphill ride from Springlake terrace to Old Lee Hwy up Brookwood or on Old Lee Hwy. from Fairfax circle to Country Hill Drive. Having more connectors creates more places to go and the possibility of alternate routes to get back home again.</p> <p>Let's get it started!</p>	<p>The recommended network (Chapter 3) includes a variety of connections between neighborhoods. Wayfinding and spot improvements along the neighborway network are intended improve the safety, comfort, and awareness of some of the alternate routes in the short term, while longer-term improvements will continue expanding alternate routes.</p> <p>Information about elevation changes should be considered in the development of wayfinding, maps, and other materials to assist bicyclists with choosing the routes that are most comfortable for them.</p>
4	<p>It's very exciting to see this and my family and I-- all daily bikers, including our youngest at age 4-- are very encouraged by this. In the spirit of constructive criticism, however, I will add the following two points:</p> <p>A) Tunnels. Fairfax is way behind most college towns when it comes to bikeability and it seems frivolous to focus on so many artificial improvements. The vision can be much bolder. And bold planning in my view would include the obvious steps of promoting the construction of pedestrian tunnels to connect existing bikeways without disrupting the flow of traffic. These should be big open pedestrian and bicycle tunnels with artwork and thoughtful design to detour vagrancy and inspire pedestrian use. Tunnels under Main, Lee Highway connecting the library to the square and, in a perfect world, under Braddock connecting Mason to the University Mall would transform the city. Such tunnels have done wonders in places like Boulder, Madison and Austin and they can work in Fairfax.</p> <p>B) There needs to be an answer to the East-West passage. The obvious solution is to transform Main St. This should happen anyway for the sake of business, environment, safety, etc. The construction of a dedicated, elevated, or separated bike lane running along Main from Picket to Fairfax Blvd and Fairfax Blvd to Picket should be considered urgent, not long term.</p>	<p>Separated crossings and other separated bikeways will be considered in long-term improvements where appropriate. A variety of options will be considered when designing and implementing crossing improvements. Tunnels may be feasible in certain locations, but not in others. Each location will need to be considered individually.</p> <p>The need for an east-west route will be considered in both the short-term network strategies and the long-term corridor improvement projects. Improvements to Main Street and other major arterials will require time to design and implement; one of the early steps will be feasibility studies to identify alternatives for each of the major arterials. (Chapter 5, Implementation)</p>
5	<p>Looking forward to participating in this plan.</p>	<p>No response needed.</p>
6	<p>I don't have specific comments, but I want to express my full support. I have teenagers who bike all over the City and there are several locations that cause me a great deal of worry (crossing 50 from Bevan, crossing 123). I see these are on the improvement list. I would also bike a great deal more if it were easier to get through traffic. Fairchester woods neighborhood is in easy biking distance of Fairfax corner, for example, but the ride out of the neighborhood is harrowing.</p>	<p>The recommended network (Chapter 3) includes low-stress connections between neighborhoods, including crossing improvements over major arterials.</p> <p>These comments will also be shared with Fairfax County staff to seek opportunities to collaborate on cross-jurisdictional connections between regional activity centers.</p>
7	<p>I'm a Fairfax County resident and a pretty confident road biker; I bike frequently around the area. Re spot improvements, I think the main focus should be on protected bike lanes. As the data shows, there's a lot of traffic stress from Lee Highway and I've found that cars often don't respect bike lanes without the protections and use bike lanes to drive through. I think the more protected bike lanes you have, the less crashes there will be and the more bikers will actually use the bike lanes as they will feel safe.</p>	<p>Staff will consider separated crossings and separated bikeways along major corridors as part of the long-term improvement strategies. (Chapter 5, Implementation)</p>

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8	<p>As a daily pedestrian in the City of Fairfax, I have concerns about this proposed bike plan. Most especially, I am wondering how it will be enforced. When I walk the City of Fairfax streets, from Whitehead Street into and around Old Town, I am not infrequently prompted to step aside by e-scooter riders and/or bicyclists who are riding on our pedestrian sidewalks. Fairfax has long promulgated the concept of being "pedestrian friendly," but then introduces changes that directly contradict that end.</p> <p>One already observes through personal experience that the forbidding of riding e-scooters on sidewalks is not enforced. Bicycle riding on sidewalks is another illegal activity that occurs. As a pedestrian, I can even find myself startled when persons riding either of these two conveyance approaches me from the rear.</p> <p>This matter has to be addressed. In my view, the group that is being impacted negatively by the City of Fairfax's multimodal transportation plan is the pedestrian.</p>	<p>Opportunities will be sought to collaborate with police and other relevant organizations education and enforcement policies for users of all transportation modes (drivers, bicyclists, pedestrians, etc.) (Chapter 4, Policies and Programs)</p>
9	<p>Thank you for the opportunity to review the draft Bike Fairfax City plan. The plan is clearly a move in the right direction, but I have concerns about timing and the reliance on sharrows.</p> <p>TIMING The long-term plan looks great. My only suggestion there is that all of Jean Street be designated a neighborway, to give more options to cyclists who prefer to ride on streets rather than through parks. I am disappointed, however, in the short-term "prioritized network" because of its lack of connectivity. It offers not a single crossing of Route 50 west of Walnut or east of Mclean. A city bisected like this is not a bike-friendly city. I am glad to see the Country Club Commons Connector Trail on the map, but disappointed that it is projected for completion in 2028 at the earliest. Again, if the city is serious about promoting active transportation (walking and scooters too), it would not take seven or eight years to build a 0.12 mi trail. (https://www.fairfaxva.gov/government/public-works/transportation-division/current-transportation-projects/country-club-commons-connector-trail) In eight years of regular bicycle commuting through the City of Fairfax, I have not seen any significant improvement. I would prefer not to wait another eight or fifteen years to see your excellent ideas put into practice.</p> <p>SHARROWS The super sharrow idea sounds interesting, but I wonder if super sharrows have been demonstrated to be effective on narrow one-lane roads like University Drive. The articles I've found about experiments in Cambridge and Gainesville suggest that they are using super sharrows on much wider roads. [William W. Hunter et al., "Evaluation of Shared Lane Markings in Cambridge, Massachusetts," Transportation Research Record 2247, no. 1 (January 2011): 72–80, https://doi.org/10.3141/2247-09; Kassim, Ali, Karim Ismail, and Suzanne Woo. "Investigation of the Effect of Super Sharrows on Cyclist and Vehicle Behavior." Transportation Research Record 2659, no. 1 (January 2017): 224–32. https://doi.org/10.3141/2659-24.] I would again encourage the city to consider "Bicycles May Use Full Lane" signs along with or instead of sharrows. See Mary L. Still and Jeremiah D. Still, "How Signs, Markings, and Hazards Impact Motorist Assessment of Cyclist Lane Placement," Proceedings of the Human Factors and Ergonomics Society Annual Meeting 64, no. 1 (December 1, 2020): 1948–49, https://doi.org/10.1177/1071181320641468. Depending on the timing of the plans for Old Lee, it might make sense to add additional sharrows and signage until the reconstruction can begin. I would also like the city to replace all existing "Share the Road" signs with "Bicycles May Use Full Lane," and to add " "Bicycles May Use Full Lane" signs wherever a bicycle lane ends, as is the practice in Arlington.</p>	<p>The Jean Street neighborway will be extended on the recommended network map. (Chapter 3, Recommended Network)</p> <p>An additional spot improvement will be added at University Dr and Fairfax Blvd on the recommended network map. Additional crossing improvements along Fairfax Blvd may be considered as the network develops; at this time the recommended crossing improvements should be coordinated with the neighborway network, trails, and other recommended bicycle routes.</p> <p>The Country Club Commons Trail is currently recommended for long-term implementation due to funding availability and due to the environmental, topographic, and other factors that add complexity. However, staff will seek opportunities to implement more improvements in the short term where feasible. It is hoped that the development of a "Quick Build" or pilot project process will aid in identifying and pursuing such opportunities. (Chapter 5, Implementation)</p> <p>"Super Sharrows" are recommended on University Drive as a near-term solution to improve visibility of cyclists along this critical route where more substantial improvements are not currently feasible. In the longer term, more improvements along University Drive should be considered, but as with other long-term improvement corridors, it will take time to develop a solution given the many competing needs for limited space (especially through Old Town Fairfax).</p> <p>The "Bicycles May Use Full Lane" signs are the current best practice on shared roadways and staff agrees that this should be incorporated in any updated city standards (Chapter 4, Programs and Policies) and existing signs should be strategically updated.</p>
10	<p>1. Looks good, please do it! Very disappointed in the failure to connect University Drive to Eaton Place and all the grandiose plans for making FFX Blvd westbound more bike-friendly between Eaton Place & Chain Bridge road. Why do we still have curb-grass-sidewalk design when the grassy strip could be repurposed for bikes? Oh wait, I know, 50+ years of motorized vehicle worship coupled with phone and electrical poles.</p> <p>2. Thanks for listening and orchestrating the feedback. At one time in the past few years, as University Drive and shopping center just south of Eaton Place was overhauled/modernized, University Drive was under consideration to directly connect to Eaton Place. Now that work is done and it's disappointing that it remains disconnected; University ends at FFX Blvd and could have/should have connected to Eaton Place.</p>	<p>Clarification was provided that plans exist to extend University Drive to Eaton Place.</p> <p>The recommended network (Chapter 3) includes long-term improvements along Fairfax Blvd. The nature of these improvements is to be determined.</p>

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11	<p>Before the City establishes bike paths it needs to pay more attention to the safety of City streets, many of which have speed limits that are not being observed and for which there is no effective of speed surveillance. Some are too narrow at the moment even for cars. We need to encourage cycling but this encouragement may need to include the discouragement of auto traffic.</p>	<p>Opportunities will be sought to collaborate with police and other relevant organizations education and enforcement policies for users of all transportation modes (drivers, bicyclists, pedestrians, etc.) (Chapter 4, Policies and Programs)</p>
12	<p>Thank you for sending the draft, which I couldn't open, but instead I could read the executive summary, with the well drawn maps and details of goals and timelines. It's a big project, but the city seems well-suited for these bike path connections. It is a healthy move, both for the community and environment. It is innovative by using the already available paths and connections. It seems safe, as well, by accessing the smaller less stressed roads, where there is less traffic.</p> <p>I noticed a long-term plan for Roberts Rd., but personally, I would not vote for planning bike lanes on Roberts Rd. because it is too hilly, and steep in sections. At the two or three steep spots it is difficult to see oncoming traffic and cars turning on to Roberts Rd. Many bicycles are not "geared" for those hills, even if there were a separate bike lane, especially in icy weather. As options for students biking to or from GMU, there is University Drive, Chain Bridge, and a bike lane connecting with Sager Ave. that leads to University Dr.</p> <p>Thank you for this great project, and I hope many people are encouraged to bike rather than drive!</p>	<p>(Staff sent low-resolution version of the plan for review that was a smaller file size than the documents on the website.)</p> <p>Roberts Road is identified as a long-term improvement project in the recommended network and as such the type of improvement along this road is to be determined. Additional north-south connections, including with GMU, are also included.</p>
13	<p>Thank you for these opportunities! I happen to be an avid bicyclist and am very appreciative of all initiatives related to ped/bike facilities. I will provide any feedback I have within the allotted time.</p>	<p>No response needed.</p>
14	<p>(Verbal comments recorded by staff) Generally supportive; past efforts limited by lack of funding, glad there is now more funding. Process questions/comments: - What is the enabling authority? How do we make sure this is not a "plan on a shelf"? Emphasize next steps and funding needs (highlight action steps listed in the middle of the report) - If approved by City Council, how is this incorporated into the development process? How is Planning Commission involved? Content suggestions: - Overarching theme: highlight the importance of regional connections. Many bikers will connect to trails or destinations outside the city boundaries. A robust city system can be an important "node" in Northern Virginia. - Plan goals: add regional connectivity as another goal or incorporate into existing goals. - Maps: highlight connections to the region, including Vienna Metro station and GMU; W&OD Trail; Cross-County Trail; Ox Road Trail to Occoquan; I-66 Trail (esp. for connections to the west in the future). - Missing good connections to the west - e.g., Judicial Drive trail disappears at Hallman St, with no good connections to the west from there. - Action items: when thinking about wayfinding systems and destinations, include regional destinations, especially at central nodes (Gateway Regional Park, Old Town Square). Also look at wayfinding systems in neighboring jurisdictions for examples or opportunities for alignment. - Consider emergency call boxes and mile markers on trails. Mile markers are helpful for emergency access and wayfinding. - Gateway Regional Park is a "nodal point" for regional trails - improve connections to this node in the NOVA parks network. - Consider improvements to the Daniel's Run Trail parallel to Old Lee Hwy. - Include trails when revising city road maps for publication.</p>	<p>An implementation guide (similar to the ones for the Small Area Plans) will be developed to highlight next steps more clearly.</p> <p>Regional connectivity will be incorporated in the goals (Chapter 1). Regional connections and destinations should be considered in the development of wayfinding, project priorities, and other strategies. It is also expected that collaboration with Fairfax County, NOVA Parks, and other regional organizations will be critical for implementation of many strategies and cross-jurisdictional connections.</p> <p>It is anticipated that Transportation and Planning staff will coordinate to update design standards and guidelines such as the "Link + Place" typology in the Comprehensive Plan which is one of the tools used to guide the development process. (Chapter 4, Programs and Policies)</p> <p>Improvements to existing trails should be considered. (Chapter 3, Recommended Network) Continued collaboration with the Parks department will be required to identify and implement opportunities for improvement.</p>
15	<p>The proposal for Plantation Parkway - especially portions south of Confederate - needs something more substantial than just "neighborways" (glorified bicycle icons painted on the road). The plan describes neighborways as for being low car traffic roads. However, the portion of Plantation Parkway south of Confederate especially is not low volume car traffic. It's a major thoroughfare for an amalgam of connected streets.</p> <p>Give Plantation Parkway a bicycle treatment that's more substantive than neighborways. OR combine it with traffic calming measures (physically narrowed portions of the roadway via protruding curbs, etc). But neighborway alone won't cut it.</p>	<p>Short term strategies to implement the neighborway network will include the development of concepts for this network, including traffic calming where needed. (Chapter 5, Implementation)</p>

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16	<p>Hello! As someone who has biked quite a bit on both paved roads and dirt trails in Fairfax City, I'm really impressed with the comprehensive bicycle plan, especially its multi-pronged approach seeking to create a denser network of connections and safer conduits for people on bikes.</p> <p>Regarding off-road pathways, I would strongly recommend against the assumption that these need to be paved. You already have a wonderful network of natural surface paths that are quite easy to ride on, even for small kids. Many people assume that paving such paths makes them safer and more pleasant to ride on, but the opposite is often true. In places where Fairfax County paved the Cross-County Trail years ago, it has become broken with roots and washed out (and apparently with no maintenance budget to correct those issues). Where they have done it more recently, e.g., in Wakefield and Accotink parks, cyclists now ride much faster, creating a hazard for other users, including pedestrians. Natural surface in both cases is far better, slowing down riders, allowing the trail to drain, and making it cheaper to maintain. In addition, natural surfaces also slow down younger riders, and often create less serious injuries when kids do (inevitably) fall.</p> <p>I hope you will formalize a preference for well-graded natural surface trails (with hard-pack dirt or fine rock-dust--not gravel), and specify that pavement of any kind (and usually concrete, not asphalt) will be used only in designated spots where it might contribute to safety or environmental sustainability.</p>	<p>Continued collaboration with the Parks department should include an evaluation of trail design standards and identification of which trails should or should not be paved. (Chapter 4, Programs and Policies)</p>
17	<p>I'd like to echo the sentiments of those people who are asking for even more protection than the draft plan lays out. I'm sure WABA and others have provided input - I second their recommendations about safety and encourage you to also expand access to safe byways as much as possible. It'd be nice to more directly bike from Falls Church or Fairfax to Alexandria-South-of-the-Beltway and align your plan with the Route 1 Corridor redesign plan.</p>	<p>Staff will consider separated crossings and separated bikeways along major corridors as part of the long-term improvement strategies. (Chapter 5, Implementation)</p> <p>Coordination with Fairfax County and other regional organizations is anticipated to improve regional connections.</p>
18	<p>The current bike plan under consideration doesn't indicate any place for a _protected_ bicycle path. As an avid cyclist of more than 40 years, I can attest to the fact that simply marking bike lanes with paint provides little, if any, practical protection for the cyclist on the bike path. I would strongly encourage you to consider altering the plan to ensure that cyclists are adequately protected from life-threatening traffic that is perhaps only inches away from the cyclists. Also, I would strongly encourage the establishment of clear rules regarding the types of vehicles that may use these paths. In recent years there has been an explosion in the types of battery-powered vehicles that are attempting to use the paths originally intended for self-propelled bicycles. They often travel much faster than cyclists and frequently fail to follow the signaling, speed limit, or other rules applicable to either motorized vehicles or bicyclists.</p>	<p>Staff will consider separated crossings and separated bikeways along major corridors as part of the long-term improvement strategies. (Chapter 5, Implementation)</p> <p>E-bikes and other motorized micromobility vehicles will be considered in the development of design standards, education and encouragement programs, and other relevant policies. (Chapter 4, Policies and Programs)</p>
19	<p>The plan looks quite comprehensive and it is obvious that you have invested a great deal of detailed effort developing it. Thank you for improving bike safety. Hopefully you can get scooters off the sidewalks.</p>	<p>E-bikes and other motorized micromobility vehicles will be considered in the development of design standards, education and encouragement programs, and other relevant policies. (Chapter 4, Policies and Programs)</p>
20	<ol style="list-style-type: none"> 1. I saw a connection to the upcoming I-66 Outside the Beltway project's multi-purpose trail on a couple of maps. I did not see it mentioned in the text. There was a lot of writing about neighborhoods. I have no problem riding around my Mosby Woods neighborhood. I have no need to ride to other neighborhoods. I do need to go to work, shopping, church, etc. I think that the connection to the I-66 trail should be a priority and a prominent part of the Plan. The I-66 trail can be a gateway to many destinations. 2. The Plan has a photo of a protected intersection made "...using low cost materials...". We need similar protected bike lanes. 3. There is no way to go north from Fairfax High School without first going south. A crossing of Fairfax Boulevard at Lion Run with a connection to the Snyder Trail would encourage biking by students too young to drive to bike. It would be great to get young people into biking. 	<p>Regional connectivity will be incorporated in the goals and considered in the development of wayfinding, project priorities, and other strategies. This includes existing, planned, and recommended connections to the I-66 trail via the George Snyder Trail. Additional opportunities to connect to the I-66 trail will also be considered where feasible, likely through collaboration with Fairfax County and other regional organizations.</p> <p>Staff will consider separated crossings and separated bikeways along major corridors as part of the long-term improvement strategies. (Chapter 5, Implementation)</p>

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21	<p>I am a relatively amateur cyclist and would love to commute from Arlington to my workplace in Tysons, by bicycle. I cannot do this because I will be killed.</p> <p>Where in your plan are there protected bike lanes? We need bike infrastructure that protects cyclists. I have often watched drivers use painted bike lanes for turns, parking, and other endangering maneuvers. A good friend of mine was lucky to lose only all the skin on his left side and not his life when he was “doored” by a cab when he was biking. Protected lanes will help cyclists reduce traffic and parking pressures, and ensure we make it home to our loved ones. Thank you!</p>	<p>Regional connectivity will be incorporated in the goals and considered in the development of wayfinding, project priorities, and other strategies. It is also expected that collaboration with Fairfax County, NOVA Parks, and other regional organizations will be critical for implementation of many strategies and cross-jurisdictional connections.</p> <p>Staff will consider separated crossings and separated bikeways along major corridors as part of the long-term improvement strategies. (Chapter 5, Implementation)</p>
22	<p>The plans look excellent. I have a question about having a trail that connects the downtown area to the other side of Route 50. There are only neighborhoods to cut through if you want to travel to Providence Elementary School or Lanier Middle School.</p>	<p>The recommended network (Chapter 3) includes a variety of connections between neighborhoods. Wayfinding and spot improvements along the neighborway network are intended improve the safety, comfort, and awareness of some of the alternate routes in the short term, while longer-term improvements will continue expanding alternate routes.</p>
23	<p>Accident data is presented, then the dialogue states it's not accurate data and maybe under reporting. However we then use said data to define incident causality. In our city how significant is our accident count data compared with/ for the greater region (county and DC area)? May present a more meaningful analysis.</p> <p>The plan does review the benefit of bicycle access, however there are costs associated with development. Land use impacts and balancing a bicycle lane with other uses: such as walking trails, sidewalk sharing, paving area that then effect storm water management as examples.</p> <p>Economic benefits are eluded to but no quantified benefit is defined.</p> <p>The network seems extensive when the five nodes shown as connection are considered. Why not define a network that parallels route 29 and 50 with a cross connector every 3/4 of a mile? Simplify the plan and it's objective.</p> <p>I live in Mosby Woods. Our bicycle traffic has always been accepted along Ranger and Plantation. I see no reason to " designate " that it's a bicycle corridor.</p> <p>Plan lacks discussion with access/connections to our surrounding communities and their networks. The metro station is a major transportation hub.</p> <p>Plan seems to not discuss interaction with bus public transportation network where bicycle racks and storage units could be implemented on city park areas that are near a bus stop to allow folks to bike some distance to larger transportation hubs.</p> <p>The plan states funding sources as city state and developers. With no definition of what developers? Companies that build bicycle paths or do we mean we will impose our bicycle plan on land/building development to get zoning approved?</p> <p>I do not agree that a bicycle advisory committee be formed to champion one aspect of the cities comprehensive transportation planning.</p>	<p>No additional analysis is planned for the current version of the plan, but additional sources of safety-related data should be sought for future evaluation and to inform project priorities and performance measures.</p> <p>Opportunities should be sought to develop environmentally friendly bicycle facilities and to coordinate with stormwater improvements.</p> <p>One of the goals of plan is to provide a robust network of low-stress bike routes to provide comfortable alternatives for a variety of users. Improvements should be strategically considered to develop a variety of alternatives at regular intervals, to the extent allowed by existing conditions.</p> <p>Regional connectivity will be incorporated in the goals and considered in the development of wayfinding, project priorities, and other strategies. It is also expected that collaboration with Fairfax County, NOVA Parks, and other regional organizations will be critical for implementation of many strategies and cross-jurisdictional connections. Connections to the local and regional transit networks should also be considered, such as with standards for bicycle parking (Chapter 4, Policies and Programs).</p> <p>It is anticipated that Transportation and Planning staff will coordinate to update design standards and guidelines such as the “Link + Place” typology in the Comprehensive Plan which is one of the tools used to guide the development process. (Chapter 4, Programs and Policies)</p> <p>A variety of methods, including advisory committees, should be considered to seek community feedback on all types of transportation projects.</p>
24	<p>Let’s get going on the bike plan before I become to old to use it.</p>	
25	<p>I’m inquiring for the Fairfax area, where will the protected bike lanes be located?</p> <p>As you are well aware, the high density traffic and high frequency of Uber drivers and other ride-share companies could be deadly for cyclists without these protected lanes. You’re surely familiar with the protected bike lanes in DC that help keep traffic down by ensuring a safe commute for cyclists. For the distracted driver and high rates of speed, at least high enough to take a life, these lanes (not just a painted line) are an absolute necessity and crucial to minimizing risks that weigh on lawmakers.</p> <p>Interested to know more-</p>	<p>Staff will consider separated crossings and separated bikeways along major corridors as part of the long-term improvement strategies. (Chapter 5, Implementation)</p>

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26	<p>Concerning the ActiveFairfax Transportation Plan: please consider putting a much higher priority on forming and connecting a web of protected bike lanes. Many more Fairfax County bicyclists would make good, green biking a much bigger part of their lives if they felt safer from cars. I realize painting lines on roads to show bike lanes exist is a very low-cost measure. But it doesn't take that much more cash to put small, well-spaced out barriers on those same roads...and it gives much peace of mind and a real measure of extra safety to bicyclists. The cost is worth it as moving many more people from cars to bikes will mean a less polluted Fairfax City with cleaner air and less carbon spewed into the atmosphere. It will also mean healthier Fairfax County residents, which will drive down the costs of medical care (and keep workers alive and contributing to the tax base for many extra years!).</p>	<p>Staff will consider separated crossings and separated bikeways along major corridors as part of the long-term improvement strategies. (Chapter 5, Implementation)</p> <p>Staff will also share these comments about the County's ActiveFairfax Transportation Plan with Fairfax County staff.</p>
27	<p>Reviewing the bike plan for Fairfax, I would like to see the plan for protected bike lanes. Painted bike lanes are not enough protection to encourage people to actually use them. I do not feel safe without a barrier, especially as cars are not yet used to respecting bike lanes.</p>	<p>Staff will consider separated crossings and separated bikeways along major corridors as part of the long-term improvement strategies. (Chapter 5, Implementation)</p>
28	<p>Thank you so much for thinking hard about mobility for everyone.</p> <p>I urge you to designate more separated bike lanes and connected corridors of separated bike lanes to protect bikers and allowing everyone to use the streets safely.</p> <p>As a regular biker, I regularly experience close calls with cars on non-separated bike lanes. I've also been hit by a car not watching, despite me wearing blinking lights and neon yellow, in non-separated bike lanes and I thankfully escaped serious injury... that time. There's an uptick in distracted driving due to cellphones and an even greater need for separation.</p> <p>Separated lanes would also make biking a accessible to folks who do not want to ride in places with cars, but the only way this works is if you all work closely with surrounding counties and cities to make a real connected network of separated bike lanes happen!</p>	<p>Staff will consider separated crossings and separated bikeways along major corridors as part of the long-term improvement strategies. (Chapter 5, Implementation)</p>
29	<p>Thank you for allowing input into the comprehensive planning process for bicycle infrastructure. I applaud adding bike lanes on paved streets and opening up plans for input from citizens. Would you please consider connectivity in the current planning process for bike lanes so as to accommodate longer trips or connections to places of interest and destinations? Bike lanes provide opportunities for alternate transportation and recreation. Would you also include planning for Sustainable, Natural Surface, Multi-use, Public trails. The current pandemic proves more than ever, natural surface trails provide relief for physical and mental health. Outdoor experiences like hiking, running, biking or even walking your dog help relieve some of the stress of life in an ever changing environment.</p>	<p>Regional connectivity will be incorporated in the goals and considered in the development of wayfinding, project priorities, and other strategies. It is also expected that collaboration with Fairfax County, NOVA Parks, and other regional organizations will be critical for implementation of many strategies and cross-jurisdictional connections. Connections to the local and regional transit networks should also be considered, such as with standards for bicycle parking (Chapter 4, Policies and Programs).</p> <p>Continued collaboration with the Parks department should include an evaluation of trail design standards and identification of which trails should or should not be paved. (Chapter 4, Programs and Policies)</p>
30	<p>In regards to the bicycle plan that you are like looking for public feedback. I would like to know specifically where protected bike lanes are being considered. Bike lanes separated by painted lines are nice but do not protect bicyclists from cars and distracted drivers. I would love to see as many protected bike lanes as possible be considered in the plan.</p>	<p>Staff will consider separated crossings and separated bikeways along major corridors as part of the long-term improvement strategies. (Chapter 5, Implementation)</p>
31	<p>I think the bike plan is excellent. It is both conceptually strong and has very welcome specifics about priorities and implementation. It shows on-the-ground familiarity with existing conditions and has good practical solutions.</p> <p>I like the "Neighborways" recommendations, but at this point they are somewhat open-ended. I hope that as these are developed there will be a strong emphasis on traffic calming. My spouse and I ride in our neighborhood in Westmore frequently, and vehicle speed is the biggest deterrent. Many of the intersections have very wide curb radii, so turns are taken at high speeds, increasing the risk of collisions and injuries with bicyclists.</p> <p>For our arterial roads and major collector roads like Pickett, I understand that the challenges are great but I hope that the City does not put plans to improve pedestrian and bike safety and access on the back burner. On Route 236 up to the City eastern boundary, I believe the County has done a study of pedestrian and bike improvements. There is a lot of existing right-of-way on 236 westbound between Pickett and Burke Station Road. Did the study assess nearer-term improvements to create a safer bike and pedestrian corridor on 236 and coordinate with County plans?</p>	<p>Short term strategies to implement the neighborway network will include the development of concepts for this network, including traffic calming where needed. (Chapter 5, Implementation)</p> <p>Staff will consider separated crossings and separated bikeways along major corridors as part of the long-term improvement strategies. (Chapter 5, Implementation) Opportunities to collaborate with Fairfax County on major routes will be sought, and opportunities for short-term improvements along parallel routes will also be sought where short-term improvements on major routes are not feasible.</p>

#	Comment	Staff Response
32	<p>I cycle around for transportation, to get get to work, and for pleasure. The laws protecting cyclists are not sufficient. I feel my life is at serious risk everytime I ride, since cars can kill me or injure me and not be prosecuted for murder or assault.</p> <p>I ask for serious changes in the privilege cars get on the roads and how cyclists are treated. Cars within 3 feet of a cyclist should be considered a threat to the life of the cyclist, and a threat to the property they are riding on.</p> <p>Virginia needs to repeal and change the pure contributory negligence rule. It should be a felony to hit a cyclists, and drivers should be held responsible for what they did to kill or injure a cyclist, or damage they did to the property, even if the cyclists is 1% responsible.</p> <p>Cyclists should be able to do whatever they need to protect themselves from getting injured or killed by a car.</p> <p>Serious changes need to be made to make Virginia and Fairfax county a safe place to ride a bicycle. It currently is not.</p>	<p>The City should seek opportunities to support legislation to improve bicycling safety. Education and enforcement policies should also emphasize safety. (Chapter 4, Policies and Programs)</p>