

The Washington Area Bicyclist Association (WABA) is the Washington, DC region's largest bicycling education and advocacy organization. We represent over 6,500 dues-paying members and over 70,000 supporters in the District of Columbia, Maryland and Virginia.

Thank you for the opportunity to provide comments on the Jones Point Park Recreation and Visitor Services Plan. Our priorities with regards to this project are to:

- Establish and secure the region's first public space dedicated to bike safety education for youth and adults,
- Ensure that existing bicycling trail facility, the incredibly popular Mount Vernon Trail, remains an integral part of both accessing and enjoying the park,
- Reduce conflicts between bicyclists and other park users,
- Improve bicycling connectivity with the surrounding neighborhood through infrastructure, signage, and access to Capital Bikeshare,
- Ensure that bicyclists, whether utilizing the park for transportation, recreational, or educational purposes, are included in the design process and that their needs are addressed.

We participated in the public meeting in the fall of 2015 and the most recent public meeting on Tuesday, August 9th, 2016. We propose the following changes to the draft plan:

1. Expand the section designated "Flexible Space for Bike Safety Course" (Item 6 on the Visitor Services Concept map found on page 12 of the draft plan) to include the spaces designated 5, 6, and 7. This will bring the plan into alignment with the proposed Alexandria Bike Campus as agreed to in the MOU between WABA and NPS, dated 7/28/16. The proposed Alexandria Bike Campus as designed would not prohibit the space from being used for other non-bicycling purposes, should it be necessary.
2. Retain the existing Mount Vernon Trail alignment through the park to facilitate biking to park amenities/restrooms while encouraging through-bicyclists to utilize new routing (as shown in the concept map) at Royal Street with signage and pavement markings.
3. Any new routing/re-routing of the Mount Vernon Trail must be 100% off-street multi-use trail and involve no mixing with motor vehicles. Not all trail users are comfortable with or capable of such mixing and shouldn't be expected to undertake it.
4. If discouraging bicycling through the central area is desired, NPS should consider in-pavement solutions such as differentiated pavers or stencils, rather than bollards/barriers that could cause a crash. Another alternative would be prominent signs (reading "To Old Town Alexandria/Washington, D.C." or something similar) directing through-bikers away from the comfort stations.

Thank you again for the opportunity to comment. We look forward to learning more about the project as it develops and continuing to be a partner with the George Washington Memorial Parkway.