Jamie’s comments

Title: Please change to: “Huntsville MPO Bicycle and Pedestrian Plan”

Page 8 – 1st para:

From: ” Since the urbanized population was much more than the rural areas of the county, bike improvement was focused mainly…Most of the county roads in the rural areas of the county are 2-lanes with hardly no shoulder or safe space for cyclist to ride….Many experience cyclists who are members of the bike organizations ride in group rides in these areas for sheer enjoyment or training for competition.”

To: “Since the urbanized population was much larger than the rural areas of the county, bike improvement was focused mainly…Most of the county roads in the rural areas of the county are 2-lanes with little to no shoulder or wide enough travel lanes for cyclist to feel safe sharing the road with motorists….Many experienced cyclists, as well as some new to the sport, ~~who are members of the bike organizations~~ ride in group rides in these areas for recreational physical fitness, sheer enjoyment or training for competition.”

2nd para last line.”

From: “Since the then No city in the southeast is better for bicyclists than Huntsville, according to a national bicycling group.”

To: Delete (as this is not true, no matter what that study said.)

3rd para

Add to the beginning: “There have been several improved rankings in recent years for the effort Huntsville has made to become more bike friendly”.

Page 10

From: “Directness- Studies have shown that most bicyclists will not even use the best bicycle facility if it increases the travel distance or trip time more than provided by less desirable alternatives.”

To: “Directness- Studies have shown that most bicyclists may not chose the best bicycle facility if it increases the travel distance or trip time appreciably, compared to more direct roads without cycling accommodations.

From: “Low Conflict- The route should present few conflicts between bicyclists and motor vehicle operators.”

To: “Low Conflict- The route should be chosen to minimize conflicts between bicyclists and motor vehicle operators.

Page 27

Table 2 is sexist. Need to reword the category of “Women” to “Inexperienced/Novice”

Page 37 Must mention that city, county and MPO ordinances must be developed or revised and enforced to provide adequate and appropriate bicycle parking commensurate with other vehicular parking. These ordinances must be levied on commercial as well as government parking facilities.

Page 38 Also, ordinances must be developed or revised and enforced to provide adequate and appropriate bicycle shower and locker facilities based on employment/student density.