

**Arlington Bike Advisory Committee**  
**7 November 2016 Meeting**  
**2100 Clarendon Blvd. Arlington, VA 22201**  
**Approved by the BAC – 5 December 2016**

*Gillian Burgess, Megan Jones, Cory Bilton, Dana Bres, Mike Hanna, Dwight Hlustick, Steve Offutt, Cynthia Palmer, Randy Swart*

*LT Ken Dennis, Henry Dunbar, David Goodman, Larry Marcus, David Patton, Kevin Stalica*

*Guests: Matthew Roe (NACTO), Bonnie Parker (Arlington County DOT), Dan Nabors (Arlington County DOT)*

**Call to Order; Introductions**

*Larry Marcus introduced Matthew Roe (one of the lead authors for the NACTO Design Guidebook). He shared a recent publication (NACTO Building Equitable Bikeshare) and engaged in a brief discussion of bike transportation standards. NACTO is at [nacto.org](http://nacto.org). In response to a question from Gillian Burgess about incorporating new bikes (for family bikes), he said that they were beginning to consider the new design requirements. He was asked what the minimum width for a PBL and whether the gutter pan should be included. He said that they use the “minimum desired” width would be used rather than hard minimums. With respect to including gutter pans, he said that that would depend on the circumstances.*

**Arlington County Police Department (LT Ken Dennis)**

*Wilson Blvd has a new protected bike lane and the ACPD has already towed at least one auto that had parked in the bike lane. He reported that people were generally figuring out how to park with the PBL.*

*This evening, a Domino’s delivery truck was blocking a traffic lane to unload. LT Dennis said that in the absence of a loading dock, the truck may be forced to use the roadway. In that case, the truck should respect the traffic with traffic cones and selection of times for delivery. LT Dennis indicated that the delivery driver and the company receiving the goods should coordinate to minimize impacts. Discussion included some question about the effectiveness of loading docks and whether they are being required of developers to the extent necessary (with the follow-on need to require building tenants to actually use the loading docks). David Patton suggested that most of the buildings were required to create loading docks as part of the planning and development process but there is no real enforcement for those requirements.*

*LT Dennis said that the challenge is to allocate the parking and transportation resources. He suggested that some areas have allocated parking to a dedicated loading zone that is pretty successful.*

*DP suggested that we might be moving to the next generation of bike lanes with new attitudes and enforcement of bicycle facilities. He said that there could be an additional level of engagement which would be appropriate, describing a need to control delivery times and others.*

*LT Dennis suggested that the parking spaces were shared spaces and there may be an opportunity to reallocate the parking uses to maximize the utility to the community (shifting the parking uses with time of day, etc.). He said that the police officers patrol the same area for a number of months so they get a good idea where the hot spots are. There are 10 beats for all of Arlington.*

*LT Dennis discussed the "Top 20" areas which have been targeted based on the number of complaints received by the ACPD. The ACPD leadership discusses the issues in creating the list. Complaints are considered by ACPD and may be addressed in a variety of manners, from radar boxes that indicate speed, classifiers (that show the distribution of the speeds). Many of the speed boxes do not record the speed (they are older models). They don't have any classifiers that track stop sign violations. LT Dennis indicated that portable speed and stop sign monitors were available (but ACPD doesn't have any). There was some discussion about the collection and use of the data collected by the cameras. LT Dennis indicated that there may be some ability to collect data if it wasn't used for enforcement.*

*GB asked if there were locations where citizens had "given up" complaining about a location. LT Dennis suggested that it might be the case. He said that ACPD have targeted Lynn and Lee, with the goal of having officers work that site every day (sharing the effort between Lynn and Wilson as well as Lynn and Lee).*

*The ACPD was responding to complaints at 19<sup>th</sup> and Van Buren, resulting in enforcement that seemed to affect cyclists. This was in response to complaints from the residents and is being handled by the police district.*

*The discussion shifted to the analysis by Chris Slatt that presented the crowd sourced bike lane blockages. Gillian Burgess suggested that bike lanes that are frequently blocked contribute to decisions by people to cycle vs. drive.*

*LT Dennis said parking enforcement was managed by the parking aides as well as the patrol officers.*

### **Streetlight Management (Larry Marcus)**

*DES is working on a streetlight management plan for Arlington County. He indicated that there were a number of reasons that the new street lighting. There are a number of reasons for new/better street lights.*

*Four guiding principles – safety, sustainability, look/feel, smart city implications and two areas for Arlington County (cost effectiveness and maintainability). Arlington County is looking at creating an informal committee to provide advice on streetlights. The streetlights in the county are owned by either the County or Dominion and there are 20,000 lights installed. The committee would be formed by reps from the other advisory committees (bike, ped, E2C2, etc.).*

*Gillian Burgess asked about sensors to support the need to avoid overlighting the areas. Larry Marcus said that in the residential neighborhoods, the new LED lights would dim down to 25% lighting intensity at 2300 hrs. He indicated that such a process might help to develop an operating strategy for the lights.*

*He would like to have the kickoff meeting the first week in December and would conclude in the Summer of 2017.*

## **Signals**

*Gillian Burgess asked Larry Marcus about signals. She said that there were a number of pedestrian signals that seemed to be operating poorly. Larry Marcus suggested that he wanted to know about signals that are malfunctioning. She said that there might be signals that are operating correctly but are programmed in a way that is inconsistent with the broader goals.*

*Larry Marcus said that the Bike Element of the MTP would identify priority corridors for cycling.*

*Steve Offutt asked if there was a way to change the operating paradigm for the pedestrian signals so they displayed the walk signal unless there was a safety reason to have some more restrictive mode.*

*Randy Swart asked signals that lacked sensors that would not provide enough time for cyclists to clear the intersections. Larry Marcus said that is a function of the age of the technology. Gillian Burgess said that the timing should be adjusted to support the needs of the users.*

*Gillian Burgess said that we would invite a rep from DES to the December meeting to discuss signals. The BAC would provide a list of problematic signals to consider prior to the meeting.*

*Cynthia Palmer asked about moving the “beg buttons” so cyclists would be able to trigger one without getting off the bike. Larry Marcus said he agreed but indicated there was a significant backlog.*

## **Bike Element of the MTP (Bonnie Parker)**

*David Goodman introduced some early documents associated with the Bike Element of the MTP. Several documents were distributed, the first was the update Process, the second was the working group structure and the third was the tables showing responsibilities. The time frame for this effort is 18 months.*

*Bonnie Parker was interested in getting BAC support for working groups for the Bike Element of the MTP.*

*Bonnie Parker discussed the roles of the Working Group Core and the Working Group Liaisons and other organizational elements. There was some discussion of the type of organizations that should be represented in the working group elements. Need to first establish the working group and scope the broader process. There was much discussion of the process for the working groups and the liaison efforts.*

*Members of the BAC offered a number of organizations that should be involved in the process, including the surrounding jurisdictions, major land owners (such as DOD, Fort Myer, WMATA, and MWAA), Capitol Bikeshare, VDOT and cycling and transportation organizations from the surrounding jurisdictions.*

*Bonnie Parker indicated that the ideas provided may be increasing the scope of the effort. The BAC suggested the financial support necessary (indicated at \$15-20K) will not likely be adequate. The discussion for the funding for this effort suggested that earlier estimates of about \$300K would be more reasonable for the effort.*

*Gillian Burgess highlighted the relevance of the trails to the community was more significant than just as a park. She suggested that Parks should be more part of the core team for the Bike Element of the MTP.*

*There was also discussion of including students of all ages (including collegiate) and young cyclists (as opposed to slightly older children).*

*Mike Hanna suggested that the MTP was critical to document and justify decisions that might have resource implications and that Arlington County would be asked to make decisions that would result in taking something from another constituency for the purpose of enhancing cycling.*

*As the documents are finalized, they will be more widely distributed.*

## **Wilson Blvd**

*The width of Wilson was measured and results attached.*

## **Arlington County Staff Updates**

## **Parks**

*The undulation will be discussed in the December meeting.*

*A number of lights along the Custis Trail were out and have been reported to Dominion.*

## **BikeArlington (Henry – Submitted in advance)**

### **Happened**

- *Comfort Map Update – Printed and available.*
- *Our Comfort Map presented at the North American Cartographic Information Society in October*
- *Lights for Bikes—Will be out at two locations, Bikeometer (today), W&OD at Columbia Pike (Wednesday). Will be partnering with WalkArlington and AIRE.*
- *Bike Education*
  - *Three Community Rides*
  - *Three more Learn to Rides (including one in South Arlington!)*
- *One more City Cycling*
- *Demo 55+ Focused City Cycling*
- *Halloween Ride with Revolution Cycles*
- *BA-Led Bike Tours: Oct. 20, Va. Governors Transportation Conference (17 riders); Oct. 26, DES Communications staff (5 riders).*
- *Walk and Bike to School Day held across County; Discovery ES was the focus school.*
- *Capital Trails Coalition announced with WABA, NPS, and REI taking the lead. BA asked to join, but it's unclear how this group will move forward.*
- *PAL: Had a separate Halloween Ride and Ambassador Pizza Party (9 vols), and a PAL Block Party (2 vols) in October.*

### **Happening**

- *Phoenix Bikes announced it will host National Youth Bike Summit, Oct. 6-8, 2017. Expect to draw 700+ visitors to County from youth bike nonprofits across the country. BA will support this event.*
- *DC Bike Ride organizers are exploring ways to extend ride course into Arlington for May 2017 event.*
- *BA-Led Bike Tours: Looking for mutually agreeable date for ride with ACPD staff.*
- *PAL: Ambassador Pizza Party, Dec. 7.*

### **Capital Bikeshare**

- *Capital Bikeshare Community Partners—One APAH event held this month. 37 individual participants have signed up to date (+4 this month).*
- *Ballston Metro CaBi Station (on Stuart Street) has new Key-Vending Kiosk.*

*Phoenix Bikes will be hosting the Youth Cycling Forum in October 2017. There will be opportunities for the BAC to be involved.*

## **Adjournment**

**Wilson Blvd protected bike lanes dimensions in inches**

Measured Spot Number	Cross Street East of Spot	Gutter in inches	Bike Lane from gutter pan to edge of stripe in inches	Buffer (Including stripes on both sides in inches	Parking Lane (Inside strip to outside stripe) in inches	Car Lane 1 in feet and inches	Car Lane 2 in feet and inches	Total Both Lanes
1 Entrance	N. Oak St	17.5	50	Triangle	-			
2 Just past ent.	N. Oak St	16	52	42	87	14' 1"	11' 7"	25'8"
3	N. Oak St	16	51.5	42.5	90	14' 1"	11' 5"	25'6"
4 at driveway	N. Oak St	16	53	43	-	13' 7"	10' 7"	24'9"
5	N. Oak St	16	50	44	90	11' 6"	10' 7"	22'3"
6 at driveway	N. Oak St	16	50	-	-	-		
7	N. Oak St	16	52	43	89			
8 at Pierce St --Dotted line	N.Pierce St	16	54	-	-	Fire station		
9	N.Pierce St	17	51	42		10' 8"	9' 9"	20'7"
10	N.Pierce St	17	52	42	92	10' 8"	9' 10"	20'4"
11 Slanted lines	N.Pierce St	17	63	-	-			
12 at Quinn	N. Quinn St	17	67	-	-	10' 6"	10' 1"	20'7"

Measured on November 4, 2016  
 Randy Swart

# Measurement spots

