

**Arlington Bike Advisory Committee
5 December 2016 Meeting
2100 Clarendon Blvd. Arlington, VA 22201
Approved by the BAC 9 January 2017**

Members: Gillian Burgess, Megan Jones, Dana Bres, Mike Hanna, Dwight Hlustick, Cynthia Palmer, Chris Slatt, Randy Swart

Staff: Henry Dunbar, David Goodman, David Patton, Kevin Stalica

Guests: Ray Atkinson, Jerry Dance, Tracy Loh (Rails-to-Trails), Ana Valenzuela (Rails-to-Trails), Leslie Tierstein, Jason Mattis (DES), Aaron Wohler (DPR), Scott McPartin (DPR), Kate Schindler

Call to Order; Introductions; Approve minutes Gillian

Minutes for August, October and November were approved with a minor change proposed by Chris Slatt. They are posted on the BAC webpage.

Megan Jones announced that the permits were in hand for the WABA Women and Bikes Hains Point 100 and the ride was on for 18 December.

Cynthia Palmer announced the upcoming Freezing Saddles competition and happy hour.

Gillian Burgess indicated enthusiasm for the trails modernization program and wanted to know how the BAC could support the effort.

Department of Parks and Recreation (DPR) Trails Planning (Scott McPartlin & Aaron Wohler PDD)

There has about 1.14 miles of trail milled and overlaid in Bluemont, Madison Manor and Custis Spur. This effort had milling and a two-inch asphalt overlay.

The report from the geotechnical consultant regarding the undulation on the Custis between Vietch and Spout Run was complete. When the Custis was constructed, the asphalt was installed directly on the soil (as opposed to excavating deeper and installing compacted base under the asphalt as is done with roads). The recommendation is to excavate the soil down about 2 feet and then rebuild the trail with compacted soil, base, underdrains, and new asphalt. Kevin Stalica highlighted the fact that because of the weather, the soonest it could be accomplished is the spring of 2017. The Custis was built by VDOT and he indicated that VDOT had agreed to pay for half of the cost of trail repairs, as they had constructed the Custis.

GB asked how the project will be integrated into the budget planning process. She indicated she was concerned that if the estimates come in high, getting funding in the budget may not be possible.

Kevin Stalica indicated that this issue was the first priority for the trail maintenance. Scott McPartlin indicated that the project would likely be given a similar priority. He suggested that the Trails Modernization Program bond funding might be used to pay for this repair. David Goodman indicated he would work with DPR to get additional details about the funding. Gillian Burgess noted that the BAC is concerned that this one project could absorb the entire amount that was supposed to cover all elements of trail modernization.

Benjamin Banneker Park (N Sycamore just south of I-66).

This is a new way of park planning where they will use capital maintenance funding (\$2.4 million) in the park. In addition to repairing the existing features of the park, they will engage the public to identify new amenities for the park. DPR heard a number of ideas about the park. Arlington County will take possession of four houses south of N 18th Street near N Underwood. Randy Swart asked if DPR would address the blind spots along the trail in the underpass under N Sycamore. The response was that it could be considered. Jerry Dance noted that the official W&OD route has a dismal stretch around a power substation where security is a concern.

There was some discussion about how to reduce the cyclist-ped conflicts and possibly get cyclists to not rely on N Van Buren and the trail just south of Four Mile Run. Scott McPartlin urged the BAC to engage in the design of the park.

He indicated that the design process could be used to reflect (and implement) the new trail design standard.

GB asked if the project website would have all the documents relevant to the project. Scott McPartlin indicated he would confirm the websites included the documents.

Scott McPartlin indicated that he had heard from some local residents about cyclists speeding along streets in the area of the park.

David Goodman asked if there were resources for other ideas, such as stream crossings. Scott McPartlin indicated that there wasn't funding for stream crossings but the long-term vision might include stream crossings if there was a need.

Randy Swart asked about addressing out the blind spots around the basketball courts. There was discussion about ways to warn cyclists of the narrowing trail.

David Goodman said that trail standards are being worked through the POPS (Place for Our Places and Spaces at <https://projects.arlingtonva.us/public-spaces-master-plan-psmp-update/>) master planning process.

David Goodman urged people to go to the survey on the project website (survey open through 16 Dec)

Note – independent of the meeting, VDOT announced a proposal to construct a bridge for the W&OD over Lee Highway in East Falls Church. This should be integrated into the Banneker Park design and renovation.

Mike Hanna asked if DPR would do an EA on the project. He expressed concern that the scope of the effort might merit an EA. He suggested that the area was a major location on the only bike trail between Fairfax and Loudoun Counties and Washington, DC and as such, greater outreach to the cycling communities would be appropriate.

There were suggestions about streamlining the routes for cyclists to the north (at the crossing of Sycamore at 19th). This could reduce the number of cyclists in the southern areas of the park. Presently, many cyclists ride through the park and then take Van Buren north to 19th and the W&OD.

Chris Slatt asked that the park planning process include the agencies and plans that have considered the “ideal” route of the W&OD through the park.

Mosaic Park

The DPR has participated in a planning process to develop a master plan for Mosaic Park. Planning for the park began in 2009 and DPR worked with local groups for input. To avoid dedicating space in the park to auto parking, the decision was made to rely on street parking around the park. DPR was asked to look at PBL along N Quincy. Examination of the legal issues surrounding the park showed that there was no legal reason that would prevent the construction of protected bike lanes (PBLs). DPR is looking at impacts associated with the PBL and is working with DES. There will be a number of bike racks in the park. They will work with their contractors and DES to try to figure out how to get the PBL into the roadway. The budget for the park is really tight and moving stormwater and utilities will be expensive.

The BAC expressed appreciation for the increased coordination and collaboration between DPR and DES to identify ways to maximize the value of the park. Scott McPartlin indicated that they might have to reach out to the stakeholders to get buy in if the changes were significant.

Level of Traffic Stress - Tracy Loh/Anna Rails to Trails

The Level of Traffic Stress (LTS) project was funded by COG’s Transportation program and was intended to look at the connectivity of street and trail segments in Arlington County. They classified the Arlington County bicycle network for every street and trail segment using a 1-4 (1 is the lowest level of stress) scale (that database has been provided to the County). This process began with the collection of physical data

regarding the roadways and segments (such as lanes, lane width, speed limit). They also field verified a small portion of the segments. They analyzed the existing bicycle network as a transportation system, looking at the connectivity of origins and destinations and between trail segments. They followed up with identifying potential improvements to the bike lanes and segments to see how that would change the LTS. The study has a user specified input for the traffic stress to accommodate the preferences of individual cyclists. The study recognized the fact that every segment could be modified to reduce the stress. The segments are scored separately from intersections, recognizing the additional potential stress of intersections. The model created a series of origin-destination analyses. Origins could be residential areas and destinations could be employment centers (for example) and those could be varied in the model and then simulations could be run.

The study was confined to Arlington County and did not look at connectivity with the District of Columbia however by making the Potomac River bridges as destinations, that connectivity could be modeled.

A hypothetical strategy for reducing stress might include lowering the stress on certain segments by changing some bicycle amenities on segments. That did not include developing a budget or any engineering analysis. It permitted the ability to run the model that would help to predict how the origin-destination connectivity and stress would be changed.

Tracy Haddon Loh suggested that to improve non-work travel by bike could be facilitated by taking the trail and road segments from being safe to being convenient. If a low stress route is hard to find, it won't be used as often as a route that is easy to find and direct. The model would allow Arlington County to run the models with a number of new criteria (such as school boundaries).

The model looked at the connectivity of the CaBi stations in Arlington County and identified some stations that were poorly connected to other CaBi stations. Tracy Haddon Loh cautioned that the model might be impacted by "edge effects" where the connectivity existed to a station across the county border.

The analysis identified some "Top 10" projects that were identified as good opportunities for improving flow.

The project report is still in draft and when complete, will be available on the Arlington County website (specific location is not known at this time). When the report is posted, the BAC will be advised.

There was discussion about how the tool could be used for planning and analysis. Henry Dunbar suggested it could be used to enhance the broader discussion with Arlington Public Schools on improving routes to school.

Arlington County Staff Updates

David Goodman announced that there will be a public meeting in January to talk about the Washington Blvd bike lane in Westover.

Kevin Stalica reported that DPR and Alexandria will be discussing having Alexandria clear the snow from the Four Mile Run detour. Arlington County requested that Alexandria clear the detour as a priority. If Alexandria does not clear that portion of the trail, DPR was engaging Arlington County Risk Management and the Attorney to determine if they could clear areas outside of the County.

David Patton indicated that there have been two counters installed in the PBL along Eads between 15th and 18th. These are the first counters on PBLs.

David Goodman asked if the BAC had identified anybody to participate in the streetlight planning process that Larry Marcus discussed in November.

Henry Dunbar reported that the National Park Service had been in coordination with WABA and would have an announcement later in December (post meeting note – the NPS delayed the meeting to an undetermined date) regarding trail snow clearing. The BAC participated in early discussions and planning for this, suggesting some portions of the trail that were critical to connect cleared roads and trails to the DC government cleared bridges.

David Goodman reported that there would be some work on Key Bridge, and those would result in disruptions for the bike lanes on the bridge. It is still in discussion and Arlington County is working with DDOT. The effort is expected to begin in mid-2017.

New Business

There was a comment about the recurring flooding of the trail along Washington Blvd just south of Route 50.