

Arlington Bike Advisory Committee
1 May 2016 Meeting
2100 Clarendon Blvd. Arlington, VA 22201
BAC Approved Notes – 10 July 2017

Gillian Burgess, Megan Jones, Dana Bres, William Fuchs, Eric Goodman, Mike Hanna, Dwight Hlustick, Steve Offutt, Cynthia Palmer

County Staff: David Goodman, David Patton, Erin Potter, Kevin Stalica

Guests: Bob Trencheny (Alexandria PBAC), Diane Probus (DPR), Michele Stafford (Complete Streets Program), Elizabeth Denton (ATP), Jeanette Ankoma-Sey (DPR), Lauren Hassel (APS)

Call to order, introductions

Introductions

April 2017 notes were approved.

Bikes & Arlington Public Schools - Elizabeth Denton (ATP) & Lauren Hassel (APS)

Lauren Hassel is the new SRTS Coordinator at APS. APS has a Transportation Demand Management (TDM) program that looks at both staff and students. Arlington is the first jurisdiction in the US that addresses both staff and students. ATP has been working with APS since late 2014.

Ashlawn Elementary School is the first elementary school in the United States to get recognized as a Bike Friendly Business. As more schools get that designation, Arlington County will be a national leader.

APS has a bike commuter benefit (\$60/mo, but taxable) for staff, and offers BikeShare memberships (with about 300 staff signing up) for staff.

ATP has surveyed the APS staff and is working on increasing the level of cycling by staff and students. The latest survey was conducted in Fall 2016, and showed improvements in the portions of staff and students that cycled or walked to school.

In the fall of 2013, APS surveyed its staff and discovered that 88% of the staff drove alone to work (compared to the Arlington County average of 55%. All (100%) of the staff have access to free parking at work (although there may be restrictions on the available parking space at the school).

There is a set of 2021 targets for student bike/walk at 30% and a staff drive rate of 75%.

Last fall, they surveyed the staff again and the staff drive rate dropped by 5%. Although 68% of the staff haven't tried transportation alternatives, many have.

Bike and Walk to School Day is scheduled for 10 May. Their goal is to get 100% of the APS schools to participate in the program.

APS has a new program, a bike unit for the second grade, with 26 bikes. These bikes move around from school to school for a few weeks, taught by the physical education teachers. APS is working with Phoenix Bikes to get the bikes periodically inspected and maintained. They expect to get to 12 (of 23 schools in Arlington County) this year.

There was some discussion about whether there were strategies for getting more bikes for the schools (over the 26 bikes they have). Gillian Burgess said that there was an opportunity to compare the DC Public Schools bike education program to the APS program. There was discussion about getting bikes that had been owned by Arlington County households that were outgrown or getting some from Phoenix Bike

The BAC suggested that the bikes could "summer" at Barcroft as that was a 12-month school.

The APS SRTS coordinator is a grant funded position. The BAC discussed the value of converting the SRTS coordinator to a APS funded position. Discussion included the split of effort between transportation/infrastructure and instructional. The current workload is slightly weighted to the transportation/infrastructure focus.

There was some discussion about the Youth Bike Summit, 6-8 October 2017.

Gillian suggested that parents could help to create bike trains from bus stops in their neighborhood.

Benjamin Banneker Park - Diane Probus & Jeanette Ankoma-Sey (DPR)

<https://projects.arlingtonva.us/projects/benjaminbanneker-park-project/>

The park is near the East Falls Church WMATA station. Most of Banneker is in Arlington but a small portion extends into Falls Church. It is bisected by the W&OD and Four Mile Run trails.

The project is combining three different goals. The CIP has provided \$2.452 million to renovate park amenities. There is \$750K from Trails Modernization for refurbishing the

trails. The third component is for funding of park planning. DPR has acquired some homes along 18th Street and will demo them to expand the park.

They (DPR) have had three interactions with the community. The high points of these included ADA compliance, improving the dog park, improving the playground, improve the trails, protecting and improving the natural areas. They said that none of the \$2.4M would be used for trails.

There seemed to be a diverse set of opinions regarding changes to the trail (some wanted the trails widened and others wanted to keep them narrower.

The park is largely in an Arlington County designated Riparian Protection Area (RPA), floodways and floodplains. There are significant challenges with respect to the project scope in these areas.

There are three concepts (schemes) for the \$2.4M.

- Scheme A looks to combine the FMR and W&OD trails just south of Four Mile Run, an expansion of the youth field, and relocation of some amenities.
- Scheme B does not combine the trails, improves the parking lot and improving the picnic area in its existing location.
- Scheme C moves the picnic area to along 18th Street, moves the playground to the SW corner of the park

Gillian Burgess asked about the area underneath Sycamore Street, specifically whether it was included in the design effort or it was outside the project and in Madison Manner Park. While it is outside the scope, the design team is remaining sensitive to that area.

Gillian Burgess asked about the schedule for the existing park and the future park expansion. Improvements for the existing park would take 18-24 months and the future state would take longer, depending on the availability of plans and funding.

There would be fencing around playgrounds to help with separation between children and trail/sidewalk users.

There was significant discussion about what the available funds available had to be spent on. Staff suggested that the County Board had designated the funding (\$750K) exclusively for the park. Gillian Burgess indicated that there was some concern about whether the Board was (by policy) designating funding at the project level or had intended to permit the trails modernization fund to apply funding to the most important project.

Steve Offutt suggested that keeping the peds to the south of the trail was a good strategy. Suggestions were made about where the bridge were installed across the Four Mile Run, to ensure sightlines were maintained.

They have an on-line questionnaire that will close in early May and then the designs will be refined and finalized.

When the project was initiated, DPR didn't have the land where the homes that would be demolished. As a result, the planning effort would be focused on those new lands.

Gillian Burgess asked about timing. The first set of improvements would be done in about two years.

There was discussion about how to deconflict trail users from the park. The ideal was seen by the members of the BAC as a bridge over Sycamore (and outside the park), the next best would be to realign the trail to 18th and Tuckahoe, and the route at 19th and Sycamore has never been addressed. Gillian Burgess suggested that if those would be feasible, the bridge through the meadow might be unneeded.

There was discussion about the need to upgrade/retain the FMR trail in the park. This included discussion of what the available Strava data showed. DPR staff said that they did not have those data or projections of the distribution of cyclists projected to use the two trails.

Kevin Stalica said that some improvements would be required regardless of the future trail alignment.

There was discussion about whether the Trail Modernization Fund funding levels were directive to just the park or whether the funding authorized was fungible. Gillian Burgess asked the DPR staff to coordinate with NOVA Parks to determine if there was some ability of NOVA Parks to support some of this project. Discussion of a letter from the BAC to DPR on this project included asking whether the park project had to spend \$750K or whether some savings could be captured for use elsewhere.

Mike Hanna asked if the BAC could comment as an organization. DPR staff stated that they would be willing to take BAC input. The discussion suggested DPR consider how reliance on the W&OD for pedestrian flow in the park would impact the other uses of the park and the W&OD trail.

Neighborhood Complete Streets program - Michelle Stafford (Program Manager)

Michelle Stafford worked in the Neighborhood Conservation program for several years before she came to the Complete Streets program. Arlington County has had a complete streets goal in the MTP since 2007.

<https://projects.arlingtonva.us/programs/neighborhood-complete-streets/>

Michelle said her definition of completed streets is something that is “safe, maintained, and operational for all users, including transit, pedestrians, cyclists as well as motor vehicles.” Many streets in Arlington were designed and constructed during a period where autos were the primary use.

The Board directive to the complete streets program was that they couldn’t consider vertical traffic calming measures or failed/withdrawn Neighborhood Conservation initiatives for four years. Unlike the NC program, anybody can submit and Complete Streets project (it isn’t necessary to involve the local community association).

Website went live in early May and Michelle asked for as many projects as possible. She asked the BAC to help publicize the effort to maximize the number of responses.

Michelle discussed the scoring methodology (on the website). There was discussion of the use of objective measures (specifically speeding) and where the public could see the Arlington County data on those elements. She said that she had about \$1.2 million so there would likely be some prioritization.

Glebe Road Bike Lanes Study - Dennis Sellin (DES Development Services)/David Goodman

Board approved a project (750 N Glebe) on the west side of Ballston (Wilson and Glebe) where the Mazda dealership was located. The project was a 500 unit apartment building and grocery store. The Board tasked DES with reviewing bicycle facilities on N Glebe Road. Boundaries of the study were Fairfax Drive to North Henderson. This study was done in-house by County staff. Glebe has had significant development in the past decade. Glebe is a state highway typically with three lanes in each direction. It has 29K vehicles per day, with speeds (85%) exceeding the speed limit, accidents and one fatality.

The study and model concluded that there would be bicycle-vehicle conflicts, uncomfortable cycling conditions, longer delays for peds waiting to cross the roadway, and worsening of traffic conditions. The study suggested that the Level of Service (exclusively for cars) would degrade as a result of bicycle facilities

The study suggested that there were about 12 cyclists per day riding on Glebe. There was discussion about whether these included cyclists on the sidewalks (which vary dramatically in width). Dennis Sellin suggested that the counts did include cyclists on sidewalks.

The study concluded that providing bike facilities on Glebe was not recommended, instead suggesting that identifying and creating bike lanes along the parallel routes, extending Wakefield behind the Holiday Inn, allowing contra-flow traffic on the Macy's alley and improving the bike lanes on Quincy and Henderson.

Gillian Burgess asked how the plan would address the need to cross Carlin Springs Road at Thomas. Dennis Sellin said that he would include that in his analysis.

Gillian Burgess offered the observations that

- Arlington County staff did not work with the BAC
- Creation of a “network” of off-Glebe bike routes where there was no interconnectivity with other networks was not useful. Her point was that without some hook to future interconnectivity, this effort may be viewed as complete.

There was some discussion about the processes used by Arlington County to document the desired or future conditions (such as the stated desire to have a roadway through the Harris Teeter when it is redeveloped). DES staff suggested they do a “brain dump” with developers.

Washington Boulevard (Westover) David Goodman/Dan Nabors

Gillian Burgess introduced the Washington Boulevard process as “not good news” and wanted to help frame the discussion to prevent it from happening in the future. Because of the hour, this was deferred till next month.

BikeArlington General Updates (submitted in advance by Erin Potter)

- Lows: IT'S BIKE MONTH, y'all! So we made a fancy calendar: <http://www.bikearlington.com/bikemonth/>
- Highs: New website! Check it out: www.bikearlington.com
- Tim Kelley is leaving us, moving to Seattle.

Volunteers still needed for Bike to Work Day

- **HUGE thanks to the BAC members who have already volunteered (Randy, Steve O, Dana, Dwight and whomever I'm missing—y'all are great!)**
- Columbia Pike Pit Stop (6:00-9:00am) needs additional folks to help distribute t-shirts, food and prizes.

- Heavy Seas Alehouse (4:30-6:00pm) needs help with their bike valet, and is willing to compensate volunteers with libations
- Email erin.potter@bikearlington if you can help (pretty please!)

BikeArlington April Report Back

- Participated in Rails to Trails first annual **Opening Day for Trails 5K** in Bluemont Park
- In conjunction with Kidical Mass, Phoenix Bikes and the Arlington Woman's Club, hosted a bike skills event for youth (also called a **Bike Rodeo!**) for the second annual iteration!
- Hosted two **Learn to Ride** classes and a **City Cycling** class
- Hosted a **PAL Ambassador** outreach event at the Arlington Festival of the Arts and a pizza party planning session in Columbia Pike
- Henry **presented at NVTa on Capital Bikeshare** as part of a panel on the Future of Transportation
- Hosted Bruce Deming aka "The Bike Lawyer" for an "**After the Crash Workshop**" in collaboration with WABA
- Taught a **Confident Riding** class for the Phoenix Bike's all-girl group, The Chainbreakers

BikeArlington's Upcoming Spring Events:

- **Yay for Bike Riders Day! (May 1)**
- BikeArlington staff did some pop-up encouragement and free high fives.
 - **SO MANY CLASSES (tell your non-bikey friends!)**
- **Community Rides (May 3, May 24, June 14)**
- **Adult Learn to Ride Classes (May 20, June 4, June 17)**
- **City Cycling Class (June 18)**
 - **Bike & Walk to School Day – May 10**
- Each year, schools across Arlington County (and around the world) walk, bike and roll to school in celebration of Bike and Walk to School Day. For more information, visit Arlington Public School's Safe Routes to School website: <https://www.apsva.us/safe-routes-to-school-overview/>
 - **Bike to Work Day – May 19:** <http://www.biketoworkmetrodc.org/>
 - As always, a great event to show your support for biking! You can attend one of six morning pit stops (Rosslyn, Ballston, Crystal City, Columbia Pike, Shirlington and East Falls Church) and two afternoon pit stops (Rosslyn-Heavy Seas Alehouse and Shirlington-New District Brewing).
 - **PAL Ambassador Program:** Join our community-based movement to make the streets of Arlington safer and have fun doing it! Pizza Party is 5/10 and the block party is 5/19.

Capital Bikeshare Updates

- One station moved last month, from Wilson and N. Oakland to Barcroft Park due to renovations at Oakland Park
- Three New Station installs planned this month:
- Westover Library
- Columbia Pike and S. Taylor
- Washington-Lee High School
- **Community Partners Program** event with new APAH property in Ballston called The Springs. Will be offering \$5 annual memberships to low-income residents at that property.
- 2017 **April Rides unofficially at 29,281**, a 16% increase over previous high on 25K in 2015

WalkArlington's Spring Events

- Because you have to get off your bike sometime, right?: <http://www.walkarlington.com/engage>
- **County Wandering Arts Walk Tours (May 7 & 21)**
- Presented by Arlington Arts and WalkArlington.
- All visionaries are invited to join us for three County Wandering walking tours with artist Graham Coreil-Allen to explore and reimagine Arlington's public spaces.
- Visit www.walkarlington.com/engage to learn more. All ages & abilities welcome!
- Courthouse - May 7 | RSVP [here](#)
- Columbia Pike - May 21 | RSVP [here](#)

Signature Rosslyn Food Tour – May 13

- In Partnership with Discover Arlington and Rosslyn BID
- Calling All Foodies - Join us as we discover old gems and new hotspots around Rosslyn. Bring your appetite as we meander the streets in search of good eats, neat neighborhood spaces and new connections! Tickets: <https://www.eventbrite.com/e/discover-arlington-signature-rosslyn-food-tour-tickets-33667176431>

New business

Adjournment Gillian Burgess