

**Arlington Bike Advisory Committee
3 November 2014 Meeting
2100 Clarendon Blvd. Arlington, VA 22201**

Gillian Burgess, Megan Jones, Cory Bilton, Dana Bres, Eric Goodman, Mike Hanna, Dwight Hlustick, Steve Offutt, Cynthia Palmer, Allan Reiter, Tim Rosato, Randy Swart, Mark Williams

Henry Dunbar, David Goodman, David Patton, Erin Potter, Kevin Stalica

Guests

Fionnula Quinn (FABB/Alta), Henry Kelly, Sophie Kelly, Andy Anton (Arlington Traffic Engineering), Ted Leber (CCCA), Collier Cook (Ballston Va Square Civic Association), Pae Wu, William Fuchs (Douglas Park), Susan Fuchs (Douglas Park), Nathen George (Shirlington)

Agenda

Minutes from October were accepted.

Gillian Burgess highlighted the recent issue of Bicycling Magazine which showed Arlington as 19 of 50 best cities for cycling.

As a special guest, Finn Quinn (Alta) discussed design for cycling in communities. She indicated that design was an underlying element in the success of cycling facilities,

Design is not static – not a one size fits all. As priorities change so should the built environment. Want to design for the full range of users.

There is a role for community input in design. Designers need input from a variety of users. The public needs to have the confidence to provide input and shouldn't be intimidated by designers.

Finn suggested that there are opportunities to provide modest interventions that could be implemented to enhance biking in non-interconnected neighborhoods and communities.

There is opportunity in the asphalt we have to create a bike/car space via road diets.

Choking down intersections may allow designers to slow turning vehicles and decrease the distance crosswalk users must traverse to safely cross the roadway.

David Goodman asked about the differences between guidelines and standards. Guidelines provide a range of values to use in design and use of the guidelines provide some flexibility for the designers

She referenced a doc they developed about five years ago, Guide for Reviewing Public Road Design and Bicycling Accommodations for Virginia Bicycling Advocates (insert the URL here)

Fairfax County has just approved a bike master plan, a major coup. Gillian Burgess indicated that Fairfax County had a host of opportunities for younger children that could be accessed by bicycle.

Following the presentation, the group discussed the Guiding Principles for the Future of Arlington Cycling. We have the opportunity to update the bike portion of the transportation plan and a great deal has occurred since it was published. To improve that, we should consider what the guiding principles should be for cycling in Arlington.

- More emphasis on regional connectivity. The maps end at the borders. There is no reason we can't see beyond the county border.
- We need to include all riders, including those who ride on sidewalks and the other cyclists and people that rely on bicycles
- We should place greater emphasis on children who could commute to schools. We need to raise the next generation of Arlington cyclists.
- Safe bicycle network that connects all of Arlington and to the neighboring jurisdictions. We should probably have safe routes to every school.
- The Arlington County Police engagement needs to be improved. The police officers need to better understand bicyclists.
- Identify critical infrastructure that would allow cyclists to safely use high traffic roadways

What level of bike accommodation would be appropriate for Arlington County roadways?

How do we make the perception that cycling as a common activity is an acceptable behavior?

We need to identify safe routes for cyclists that are generally on a single road. While many routes are often available to cyclists there is often a route that is preferred. Including and improving safe routes on the roads that are primarily used by cyclists would help to facilitate cycling.

Routes

Megan Jones highlighted the need for education and awareness. The BAC is charged with supporting the Arlington County staff and should work with the staff to increase their awareness.

Bicycle facilities should be actually designed, considering design vehicles, speeds and other users. Alternative routes should accommodate the faster cyclists allowing us to protect and support other trail users.

Specific Policies, Programs and Infrastructure

- Bicycle curriculum in schools
- Broader support for Bike Arlington
- Deconflict the bike-bus lanes at transit stops
- More HAWK signals
- Policies to support aggressive expansion of the network
- Improving crossings of major roads
- Focus on the big (expensive) infrastructure
- Maintenance on all bicycle facilities
- See in locations where it makes sense that bikes should get some priority
- Curbcut inventory – where the trails?
- Remove bollards
- Reconsider the use of flexible pylons for protected bike lanes

How Can the BAC be More Effective?

A number of ideas were suggested to help the BAC become more effective. They included:

- Develop and issue a short annual report. Produce this every calendar year.
- Harmonize the BAC website
- Highlight egregious bicycle infrastructure faults. To that end, create a “Hall of Shame”, “Dirty Dozen” or some other list of critical infrastructure needs. This might include two components, the things that are easy to accomplish and the bigger issues that will require greater planning and funding.
- The BAC periodically sends letters to County officials. We should track the responses to those letters and requests.
- We should make a concerted effort to follow up on taskers in the minutes.

We should reach out to potential partners. That list could include:

- National Park Service
- Department of Defense
- Northern Virginia Regional Park Authority
- WABA
- Alexandria BAC
- Others?