

**Arlington Bike Advisory Committee  
5 October 2015 Meeting  
2100 Clarendon Blvd. Arlington, VA 22201**

Gillian Burgess, Megan Jones, Cory Bilton, Dana Bres, William Fuchs, Eric Goodman, Mike Hanna, Dwight Hlustick, Steve Offutt, Cynthia Palmer, Michael Raizen, Allan Reiter, Tim Rosato, Chris Slatt, Randy Swart

Ken Dennis, David Goodman, David Patton, Erin Potter

Josh Nichols, Larry Marcus , Matthew Huston

**Call to Order**

**Introductions**

**Approve minutes:** Minutes for the 31 Aug meeting were not completed. They will be approved during the November meeting.

Signals (Josh Nichols): Gillian introduced the discussion of signals with some definitions. Signals could be actuated (meaning they sense cars to cycle the lights) or on recall (meaning the lights are set to a timer).

Gillian asked if Arlington County had considered setting the minimum duration for ped signals. Josh said that the minimum green time for the side streets on an arterial would be the automotive clearance time.

They said that they could technically set a light to operate on actuated for some hours and recall for other hours

Gillian concern is that cyclists are using the sidewalk and may not be able to press a beg button because of the intersection geometry. There seem to be some trail intersections

Josh indicated that some signals could be set to “rest on walk” and if we have some problems we should send them an email. Gillian asked them to create a [signals@arlingtonva.us](mailto:signals@arlingtonva.us)

Cynthia Palmer asked if there were some new technologies that allow the signal to sense a cyclist. Josh said that the newer signals were using an FLIR detection system that would sense cyclists.

Install rate on FLIR detectors on an upgrade basis was 3-4 intersections per year. Josh said that if the detector was aiming at the roadway the effort was relatively simple but if the detector needed to aim at the trail the complexity would increase.

The discussion included the differences between the Arlington and DC approaches to the countdown timers at ped walk indicators (Arlington distributes the available time with a relatively short walk signal and a longer flashing red while DC has a longer walk phase). Josh suggested that Arlington County was complying with the Federal MUTCD (Manual of Uniform Traffic Control Devices - <http://mutcd.fhwa.dot.gov/>) rules and DC was not.

Gillian asked about what three phases of the ped signals were intended to mean. She used the IOD as an example. Josh said the white person was intended to allow peds from the curb into the road and the flashing hand would allow the ped to clear the intersection. During the discussion, Josh said that MUTCD did not appear to consider the ped/bike traffic at the intersection. Chris Slatt suggested that the MUTCD offered a body of alternatives and the signals could be set a number of ways to satisfy the community priorities and values. Steve Offutt asked if Signals worked with the Bike/Ped planners to optimize the process.

There was an extensive (and spirited) discussion of the intersection of Columbia Pike and W&OD. Steve Offutt suggested that cyclists heading down the hill on the W&OD couldn't see the green light as the intersection was a T and the signals faced only the auto traffic lanes.

Gillian said that where there was a beg button, there seemed to be no access for cyclists as the buttons were placed without regard to the utility to the cyclist. On the south side of the intersection, the beg button was separated from the trail by a few feet of unpaved soil, making it more difficult to reach the button while mounted

ACPD (Lt Ken Dennis)

Gillian said that there was a lot of action at Quincy and Washington. G asked about the enforcement of the 3 foot law. Lt Dennis indicated that we had asked ACPD to enforce cars in bike lanes and they had been addressing that. Lt Dennis indicated that the understanding of the actual rules for bikes (particularly in a crosswalk) was not universal. Lt Dennis said that he felt that if a bike were struck in a crosswalk with the flashing hand were struck, the motorist would be at fault.

Significant discussion about busses in the bike lane on east bound Fairfax Drive at the Ballston Metro station.

Gillian indicated that she had heard a lot about enforcement at 2d and Henderson and that was appreciated. She asked about Lynn and Lee, emphasizing the fact that the cyclists are coming from behind the motorists.

Crystal City Transitway (Larry Marcus and Matthew Huston)

Larry and Matthew discussed the striping and lane allocation for the ongoing paving of Crystal Drive. The Arlington County DES had engaged a number of interested parties on the

distribution of the available space. The geometry of the roadway do not allow for full width features for bike lanes.

The transit lane on Crystal Drive will consume the northbound bike lane. Gillian asked if the transit lane could be bus/bike 24/7 rather than shared with traffic on non-rush hour phases. Chris Slatt suggested that for off peak, he would feel that a bike lane would be preferable.

Off peak bus loading would be five busses an hour and peak loading would be 16 busses per hour.

Larry rolled out large scale photo maps and the discussion focused on the maps and specific locations of Crystal Drive.

In addition to the lane markings, there was some discussion of the 18<sup>th</sup> Street bus shelter and access to the Crystal City Connector. Access to the connector requires use of the neighboring apartment driveway and the bus shelter effectively blocks the sidewalk in that area. Larry Marcus suggested a site visit for Crystal City to discuss those issues.

#### Trail Condition

Gillian suggested that the BAC should take a position that the Arlington County should develop a Pavement Index and should budget a comprehensive trail resurfacing. This should be integrated with other Arlington County advisory groups (the Ped Advisory Commission, Commission on Aging, Parks and Rec, E2C2 and Transportation) who would likely support such an effort. A motion to support such a letter was made and passed.

Steve Offutt asked how we can get certain corridors to be considered as “carless roads”. He suggested that by changing the way Arlington County discuss (and consider) the bicycle infrastructure (such as the Custis) as transportation rather than recreation assets.

David Goodman reported on a site visit at Clarendon Circle. He indicated how bikes/peds and cars could coexist in that area. He said that they currently have seven alternative strategies. He is working with a number of staff to refine and assess the strategies and expects to have a staff level assessment and preferred

Washington Blvd between Sycamore and Westover will be repaved by VDOT. VDOT has asked Arlington County how they wanted the roadway markings. To do bike lanes in both directions would require elimination of parking on one side of the roadway. A suggestion was made to put sharrows on one side and a bike lane on the uphill side. This area will get more biking as new CaBi stations will be going in in the next couple of years. The paving will occur in spring 2016.

On Wilson (from Oak to Courthouse) the County is looking at repaving and creating a protected bike lane on the uphill segments.

Gillian asked about the intersection of Irving and Arlington Road.

David Goodman said that staff was continuing to look at the intersection of S Walter Reed Dr and Arlington Mill Drive.

A project that we may not be aware of, VDOT is creating a bike lane on Washington Blvd from Lee Highway through the 25<sup>th</sup> Street to about 26<sup>th</sup> Street. He said the Washington and 25<sup>th</sup> would have an improved ped intersection.

David Patton highlighted a presentation at George Mason by Peter Norton from UVA (the author of Fighting Traffic: The Dawn of the Motor Age in the American City).

Bike Arlington (Erin Potter)

**Past:**

- Arlington Passages Film Series
  - Arlington Passages Premiere: Held at the Arlington Cinema Draffhouse was a smashing success, with over 175 attendees viewing the six short films and hearing from the cast and crew, all in support of the most excellent Phoenix Bikes.
  - If you missed the Premiere, we've got photos [on Facebook](#) and the films themselves are now online at [www.arlingtonpassages.com](http://www.arlingtonpassages.com)
- Mobility Lab Article: <http://mobilitylab.org/2015/10/01/stories-of-who-bikes/>
- Capital Bikeshare Birthday Celebrations
  - We hosted a morning of coffee and pie with the Crystal City BID and the Marriott at the first bikeshare station in Arlington, with over 200 people stopping by to help make it a party.
  - We also hosted a Scavenger Hunt, which most people turned into an excellent excuse for a bike ride. You can read more about it in our blog: <http://www.bikearlington.com/pages/news-events/blog/happy-5th-birthday-capital-bikeshare/>

**Upcoming:**

[October Community Ride Series: Secrets of Arlington](#)

- October 8: Secrets of Crystal City
  - Featuring outdoor bike tools, alligators, pioneering female computer scientists & a maker space.
- October 14: Secrets of Shirlington
  - Featuring secret trails, the best North/South route, stuff Dave Grohl wrote songs about & Phoenix Bikes.
- October 28: Secrets of Ballston
  - Featuring a hidden cemetery, the best Halloween decorations you've ever seen & baked treats.

- Classes
  - October 31: Learn to Ride
  - November 1: City Cycling

#### PAL Ambassadors

- October 15: PAL Pizza Party at BikeArlington HQ in Rosslyn - Help us scheme for the Halloween Block Party!
- October 22: Special Halloween Block Party - This is going to be a blast—costumes encouraged as we remind folks to not be scary
- Lights for Bikes: Annual Light Giveaways
- November 2 – Bikeometer in Rosslyn
- November 4 — Columbia Pike and the W&OD Trail

#### **Other events**

- October 7: Walk & Bike to School Day
- The focus school this year is Tuckahoe Elementary
- October 19: Capital Bikeshare Hack Night

Adjournment