

Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC)
Joint BAC-PAC Virtual Meeting, Wednesday, June 8, 2022
DRAFT Minutes
See Appendix for: Meeting recording, VDOT slide presentation

PAC Attendees: Eric Goodman, Vice Chair; Pamela Van Hine, Recording Secretary; John Armstrong; Ian Blackwell; Eric Goldstein; Patrick Kenney; Chris Yarie; David Patton, Bicycle & Pedestrian Planner; Mary Dallao, WalkArlington Program Manager

BAC Attendees: Cynthia Palmer, Chair; Steve Offutt, Vice Chair; Dana Bres; Gillian Burgess; Eric Goodman; Noreen Hannigan; Leah Gerber, Active Transportation Coordinator; David Balick, BikeArlington Program Manager

Guests: Dan Reinhard, VDOT Route 1 project manager, and John Martin, Kimley-Horn, Invited Speakers; Majdi Shomali, C2E2 Liaison to the BAC; Collier Cook and Randy Swart (former BAC members); Eric Malpeli; Alister Watson, NCSC; Henry Dunbar, Director of Operations for Active Transportation, ACCS; Carol Fuller, CCCA; Jay Corbalis, JBGS; Matt Jones, National Landing BID; Ken Notis, BPAC (Alexandria) (also 2 unidentified call-ins)

The BAC Chair and PAC Vice Chair called the meeting to order at 7:01 P.M. and welcomed BAC-PAC members, staff, and guests to the joint meeting. There were no public comments. The BAC Chair asked attendees to introduce themselves and suggest topics of interest for future BAC-PAC meetings. Proposed topics included: snow removal (especially sidewalks, intersections, bike lanes, and trails); traffic signals; bike-ped bridge over Route I-66; Langston Blvd update; trails as a priority of DPR; CIP; MOT; Vision Zero; traffic calming.

Dan Reinhard, PE, VDOT Route 1 Project Manager, and John Martin, Kimley-Horn: Update: [VDOT Route 1 Multimodal Improvements Study Phase 2](#) – including upcoming PIM (Public Information Meeting) on June 21:

D. Reinhard briefly reviewed VDOT activities and actions during Phase 1 of the project, completed in 2021. J. Martin reviewed plans for Phase 2, which will include evaluations of several overpasses and underpasses for an at-grade intersection of Route 1 and 18th: a VDOT and a [Livability 22202 Working Group](#) overpass, a VDOT underpass, and the Livability tunnel. The speakers also reviewed draft VDOT plans for two different proposals for improving the intersection of Route 1 at 23rd Street and noted the interesting ideas for improved connectivity between Route 233 and Route 1 described in the CCSP (but beyond the scope of phase 2).

Discussion:

P. Van Hine asked about several projects that were not included: Livability Woonerf, a JBGS plan with fewer traffic lanes on 18th, and the Marriott tunnel under Route 1. VDOT staff responded that they will review these options, and they also expressed concerns about the impact of the Woonerf – or a Barnes dance signal – on traffic flow and diversion to local streets. She also asked about more detailed TDM plans: The VDOT TDM plan will reduce Route 1 traffic significantly below the 2019 volume (30% reduction would be 32,900 VPD, down from 47,000 VPD), but VDOT is still studying. She encouraged them to collaborate with the Greater Washington Partnership, which appears to be studying the transportation/commuting needs of a much broader regional area than other groups. Finally, she asked about the ROW and whether PBL could be included. VDOT will release draft ROW plans at the next PIM on June 21..

The BAC Chair noted that the impact of a Barnes dance is not just on traffic flow, but keeps bike-peds safe, which must have great value. G. Burgess added that throughput should not just be about vehicles, but also about total volume of people being moved. Need to slow down cars by street infrastructure design, not just posted speed limits and enforcement. It needs to be clear that the boulevard is a place to drive more slowly and carefully than Route 1 as a highway. Drivers need to expect pedestrians and cyclists in the area. She also noted the need for PBL as part of a low-stress comfortable bike network throughout the area.

D. Bres asked that no Right on Red should be the rule throughout the area. He also suggested that U-turns from Clark NB onto Route 1 need to be prevented – and that there's no reason for drivers to make this maneuver. J. Martin said that the impact of no Right on Red will need to be tested and data analyzed. D. Bres then asked how long the TDM program and its evaluation would continue after the road is built.

R. Swart: Tunnel seems spooky, too narrow (even the underpass). VDOT noted that the underpass itself could be wider, but that the ramp on the west side is constrained by the available sidewalk space.

D. Reinhard asked if cyclists would use the underpasses/tunnels and how much of a problem is bike-ped conflict. R. Swart thought the tunnel could be made useful. S. Offutt thought that an 18th Street underpass/tunnel might be useful – depending upon how convenient/safe/quick crossing an at-grade intersection is. Can cyclists time the lights so they won't

need to stop? If not, the tunnel or underpass would be a good option. G Burgess expressed concerns about cycling children using underground options and noted that the facility at Glebe in Ballston at 11th is not good. She also noted "safety in numbers". If everyone crossed at grade – drivers would be more likely to see them and stop. Splitting bike/peds through multiple options to cross might decrease safety. The BAC Chair agreed that there is safety in numbers, but explained that VDOT cannot plan around that extra cushion of safety. *Bikes and peds who commute through the intersection at odd hours and at night need a safe and secure crossing as well.* If vulnerable road users have to rely on each other's presence to keep safe, then the configuration is by definition far more dangerous than the current underpass. D. Bres thought one of the lanes on 18th should be converted to the underpass or tunnel to create more safe spaces and choices for bike-peds to use at any time.

More comments: The VDOT bridge takes up too much sidewalk space; the Livability bridge is useful for people starting further west, but it needs another entrance/exit closer to Route 1. The Marriott tunnel was mentioned briefly – and it can support cyclists (with some redesign). JBGS also proposed entrances to it along both sides of Route 1 – not just through the hotel.

Mary Dallao, WalkArlington Program Manager, and David Balick, Bike Arlington Program Manager: Updates: Walk Arlington and BikeArlington:

- *WalkArlington:* The speaker promoted [upcoming events](#), including a Juneteenth Black Heritage Walk on June 19th and a W&OD trail cleanup on July 9. Other upcoming activities include a 5k run and another 8 Week Walking Challenge this fall.
- *BikeArlington:* The speaker talked about the success of the recent Bike to Work activities – 2062 cyclists at 10 stops in Arlington! Bike to School day is coming, and the new 2022 Bicycling Comfort Map will be released shortly. CABI now has 107 stations, with a new one coming to Glebe & Pershing.

David Patton, Bicycle & Pedestrian Planner: Update: Dominion Energy [Glebe Electric Transmission Project](#): The original MOT plan would have closed sections of 4MRT around the Glebe Station site for several years, but by working closely with County staff and community representatives, Dominion Energy has created a plan for a temporary boardwalk around the site instead. With the new plan, these critical sections of the 4MRT will only be closed for a few months – at the beginning of the project, while boardwalk is being built and installed, and towards the end of the project, when the boardwalk will be dismantled and some other work to the station facilities needs to be completed. [The detour](#): While the trail section is closed, cyclists will be able to use a EB lane of Glebe between Eads and Route 1, as well as sidewalk along Route 1 from Glebe to the trail entrance. Construction is starting! Watch for detours. Note that the trail along Eads between Glebe and the 4MRT will remain open for westbound travelers. View the recording of the public information meeting on May 11 [here](#).

- The speaker also promoted the upcoming in person DES meeting on June 22 at 6:30 P.M. to reveal and address the proposed plans for the [resurfacing projects](#).

Leah Gerber, Active Transportation Coordinator and Senior Planner: Updates: [Long Bridge Project](#) bike-ped facility, [CIP](#), and [Vision Zero](#):

- *Long Bridge Project:* The Long Bridge Project will construct a new, two-track railroad bridge next to the existing Long Bridge, creating a four-track corridor. A new bike-pedestrian bridge also will be constructed as part of the mitigation to National Park Service (NPS) parkland and will span the Potomac River and George Washington Memorial Parkway, connecting Long Bridge Park directly to East and West Potomac Parks. Come to the Pop-Up event at the Long Bridge Aquatics Center on Saturday, June 18th, at 9:30 A.M. and the Virtual Public Meeting on Wednesday, June 22, at 7 P.M. Find details and registration information on this [events page](#).
- *CIP:* The speaker noted that the CIP now has a project map, which will be very helpful to understand the impact of projects on specific areas. PBL for Long Bridge Drive are in the CIP – and must be coordinated with the Long Bridge Project in general, to give cyclists a safe and convenient alternative to biking on the Esplanade, as both the Long Bridge Project and Boundary Channel project give new routes for cyclists going to and from the National Landing area. G. Burgess asked where the funding for SRTS is in the CIP – there is no separate line item, and SRTS funding does more than just support Vision Zero goals.
- *Vision Zero Update:* Staff are working with AFFSS on crash data and alcohol use as part of the Vision Zero [Critical Crash Mitigation Campaign](#). Note several [Quick Build Safety Projects](#) in the Yorktown Area. Check out the [Vision Zero Tool Box](#) section for updates as well. The speaker indicated that the Report a Problem app will finally have an MOT section soon!

PAC Business: Approval of the [May 11, 2022 PAC Meeting Draft Minutes](#):

- Moved, seconded, and approved without opposition from PAC members present: The draft May 11, 2022 PAC minutes are approved as submitted.

BAC Business: The Chair reported on the following:

- Long-time BAC member Dwight Hlustick died on September 30.
- The BAC has at least 2 vacancies; we need to verify who is actually a current member so the BAC can ensure it has a quorum for BAC business.
- BACers who notice any signalized intersections that are not detecting bikes, please let the Chair know. The BAC is compiling a list.
- The next BAC meeting will be on July 11, because the first Monday is July 4, a federal holiday.

The Chair and Vice Chair adjourned the meeting at 9:03 P.M. The next BAC meeting will be held on Monday, July 11 (delayed because of July 4th holiday); the next PAC meeting will be held on Wednesday, July 13. Watch the BAC and PAC pages for details.