

Bicycle Advisory Committee (PAC) and Pedestrian Advisory Committee Meeting (PAC)  
Joint BAC-PAC Meeting, held virtually via Microsoft TEAMS, Wednesday, September 14, 2022 7PM  
Meeting Recording: <https://www.youtube.com/watch?v=ZMimArUgJ3o> No meeting slide decks.  
Minutes (approved without change or dissension, October 12, 2022)

PAC attendees: Elizabeth Gallagher, Chair; Eric Goodman, Vice Chair; Pamela Van Hine, Recording Secretary; Ian Blackwell; Jim Feaster; Eric Goldstein; Eric Malpeli; David Patton, Bicycle & Pedestrian Planner; Mary Dallao, Program Director for Active Transportation/Acting WalkArlington Program Manager

BAC attendees: Cynthia Palmer, Chair; Dana Bres; Gillian Burgess Eric Goodman; Chris Slatt; Leah Gerber, Active Transportation Manager

Meeting Presenters: Ilana Creinin, Legislative Liaison; Michelle Stafford, Neighborhood Complete Streets; Leah Gerber; David Patton;

Other attendees: Matt Jones, National Landing BID; Majdi Shomali, C2E2 Liaison to the BAC;

BAC-PAC friends: David Ansell, Collier Cook, Zack Gold, Randy Swart, and Leslie Tierstein.

The Chairs called the meeting to order at 7:04 PM and welcomed BAC-PAC members, staff, and guests. Attendees introduced themselves when called upon by the PAC Chair. There were no public comments or BAC-PAC Chair reports.

#### **Ilana Creinin, Arlington County Legislative Liaison: BAC-PAC Recommendations for Virginia Legislation**

The speaker gave a brief overview of her responsibilities and noted she was asked to come to listen to BAC-PAC priorities for new Virginia legislation. The BAC Chair summarized the draft BAC-PAC priorities, which were expanded upon during discussion.

The final five priorities are:

- 1) Remove contributory negligence law. In Virginia, Alabama, NC and MD, a bicycle rider or pedestrian who is hit by a motor vehicle is barred from any recovery if s/he contributed to the crash *in any way*);
- 2) Include bikes in legislation for Leading Pedestrian Intervals (LPI) so that bicyclists can use these traffic signals legally as Leading Pedestrian-and-Bicyclist Intervals. This would significantly increase cyclist safety, be in compliance with DC law, and mitigate a potential contributory negligence issue;
- 3) Expand current law to allow local control for implementation of automated traffic enforcement - whenever and wherever it's needed – for speed enforcement, red light running, parking violations, wrong way driving, stop sign violations, and other traffic issues,
- 4) Create transportation safety fund for bike-ped safety, safe routes to school, trails, and related safety initiatives. Delegate Danica Roem proposed this for 2022, but it did not pass;
- 5) Require side underrun guards on trucks. These side rails between the axles on large trucks prevent pedestrians, bicycle riders, and motor vehicles from being swept under the truck.

Other topics were suggested including making yield signs stop signs, making no Right on Red the default, and prioritizing bike-ped trail crossings over drivers, though the BAC-PAC agreed to not pursue them at this time. The PAC Chair and Recording Secretary brought up the impact of the Electronic Meeting law on PAC participation in the new SPRC process. The speaker assured us that this new law was already on their list of topics. She hoped that the law could be modified to be more flexible, though she suspected that the new law would not be abolished because of the desire for accountability and transparency.

Next steps: By early October, the BAC-PAC should formalize their top five suggestions and submit them to BAC-PAC staff who will forward them to the speaker. The speaker will present their package to the Board at the November meeting. It will be posted ahead of time, opportunities to provide feedback on the package. Work session with General Assembly Delegation – can attend virtually. Vote for adoption in December.

### **Michelle Stafford, Neighborhood Complete Streets (NCS) Commission staff liaison and Leah Gerber: Recent Bike-Ped Challenges with Complete Street Projects**

Ms. Stafford discussed the limitations of the 28<sup>th</sup> Street project – that it didn't meet the warrant for adding speed bumps, that the available ROW was too narrow to add protected bike lanes, that fire restrictions were in effect, and that transit service and parking were key competing factors that needed space. Because of these limitations, staff are lowering speed through certain constrictions along the street through the enlarged pedestrian bumpouts and redesigned enhanced bus shelters. BAC-PAC members expressed concerns that bike safety was not prioritized, because it's a key component of complete streets and Vision Zero, two schools are nearby, and no safe or comfortable alternative bike route is available. The PAC Vice Chair asked if the pedestrian ramps and crosswalks could be aligned better to be more accessible. Ms. Gerber briefly talked about some of the challenges with S. George Mason Drive, which led to a further discussion of why parking is prioritized over providing safe bike facilities.

*Improving outreach and bike-ped outcome:* G. Burgess asked if staff had outreach with the school staff and PTAs. Yes, to the extent possible, but Covid and loss of two SRTS staff has made outreach more difficult. Staff asked how the BAC-PAC can help them get word out – especially to schools – places (at transit stops) to encourage lower speeds! G. Burgess encouraged better targeted outreach, including the correct subject headings for messages. D. Patton briefly expounded upon bike-ped challenges towards the end of the meeting. C. Slatt encouraged developing then citing County policy, as has been done successfully in Cambridge MA. For example add the 85% speed bump criterion into the Vision Zero toolbox. Involving parents is key, but hard to get them involved. Perhaps solidifying key bike-ped safety design needs into policies, then citing them, might cut into the current need to keep attending every meeting and pushing for designs that should be standard parts of projects.

### **Leah Gerber: Shirlington Trail Crossing:**

The speaker announced that a new County study is coming later this year to plan for a safe 4MRT connection to Shirlington and 4MRD. We need short-term, middle term, and long-term solutions. Staff had consulted with Toole Design several years ago as part of the 4MR Valley Study, but the consultants couldn't figure out how to scope. It's time to try again, with the impact of Jennie Dean Park and much higher needs for safe routes for everyone. C. Slatt noted that the 4MRV plan recommends long-term solutions, but we need short-term solutions, perhaps including a Barnes dance now. Some suggestions and comments: it's the entire connection between the W&OD and 4MRT that needs to be fixed. Gas stations should have trail markings on sidewalk, other signage, and visual clues to warn drivers to watch for bike-peds. Fix the beg button locations; better yet just provide automatic signalization for the 4MRT crossing. Add speed bumps. Keep construction parking off the bridge crosswalk. D. Bres said to protect us from the cement trucks. Make crossing more prominent, warn drivers sooner. Add NACTO guidelines. The BAC Chair will submit ideas. Keep BAC-PAC informed and involved with new study! Send the speaker your ideas!

### **David Patton and Leah Gerber: What's in the Approved CIP for Bike-Ped Projects?**

D. Patton noted new major approved projects, including new protected bike lanes for Long Bridge Drive, to connect to Boundary Channel Drive and the Long Bridge future bike-ped bridge. The project needs a project manager. Lorcom Lane received \$1.7 million for sidewalks! TE&O and Vision Zero staff promoted it by providing good data that pedestrians use it.

W&OD gap in E Falls Church – A "study" to be a CIP project to design a solution to cross Sycamore. This is a complicated project with lots of components. Zora is the new project staff (also Lorcom Lane)

Counter project continues – with funding to improve software, sensors, and cell phones.

D. Patton also mentioned that granters and County financial staff are increasingly requiring presented projects to be at least 10% design and have had public engagement before funding. The County also has a backlog of unfinished projects and unspent funds, so less desire to fund new projects with the existing backlog. Staff shortages are also a factor.

P. Van Hine noted the new Sidewalk, Curb, Gutter Proactive Zone Maintenance", funded at \$11 million over 10 years, and one new support staff position. This PAC-supported initiative is a next step after the sidewalk conditions survey. She also noted two bike-ped wins - 12<sup>th</sup> St CIP project was stopped – and the ANCC trail was approved, but with instructions to change the design. The Guidance to the Board about the CIP discussed both the failed 12th St project and Army-Navy Country Club Trail redesign - both major wins for the bike-ped community:

[https://www.arlingtonva.us/files/sharedassets/public/budget/documents/cip-webpage/fy23-32-guidance-\\_-final-\\_-7.19.22.pdf](https://www.arlingtonva.us/files/sharedassets/public/budget/documents/cip-webpage/fy23-32-guidance-_-final-_-7.19.22.pdf)

G. Burgess noted that the new Metro head attended the post WABA Vision Zero Summit happy hour. He discussed how Metro was managing with less funds. He noted that transit signal prioritization needs to be completed by localities to save funds through higher bus travel efficiency. She also pushed for funding near term improvements that don't need much money or work – i.e. neighborhood bike comfort routes – need to make routes explicit! She noted that Ebike use is exploding – but riders need clear local routes to make it easier to ride.

#### **PAC-BAC business**

*PAC and SPRC involvement:* The PAC Chair and Recording Secretary explained the need to appoint a representative and alternate to each specific SPRC project. We need to encourage PAC member involvement in SPRCs, as we need to have at least 2 more potential representatives. I. Blackwell noted that he can no longer serve as the primary representative for projects north of Arlington Boulevard, but he can be the alternate sometimes. Both P. Van Hine and I. Blackwell welcomed questions from other PAC members.

*BAC – County Board and County Manager bike ride with BAC members:* The Chair mentioned this proposed ride. The BAC would need volunteers to organize it, and would need to decide who should be invited, what route it would follow, how to handle logistics, and so on. E. Goodman raised the issue of having a police officer along to get the riders through the intersections safely – even if it makes the ride less realistic. Possible invitees include Bill Nesper (League of American Bicyclists), Dan, Valerie, Mason, Dennis, Board members and others.

The Chairs adjourned the meeting at 9:04 PM. The next BAC meeting will be held virtually on Monday, Oct. 3. The next PAC meeting will be held virtually on Wednesday, October 12. Watch the PAC and BAC webpages for details on the draft agenda topics and speakers.