

Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee Meeting (PAC)
Joint BAC-PAC Meeting, held virtually via Microsoft TEAMS, Wednesday, November 9, 2022 7PM
Meeting Recording: https://www.youtube.com/watch?v=XLLA0HW_FVA No meeting slide decks.
Minutes, approved unanimously, as submitted, by PAC members present, December 5, 2022

PAC attendees: Elizabeth Gallagher, Chair; Eric Goodman, Vice Chair; Pamela Van Hine, Recording Secretary; Jim Feaster; Patrick Kenney; Tom Korn; Eric Malpeli; Andrea Walker; David Patton, Bicycle & Pedestrian Planner; Henry Dunbar, Director of Operations for Active Transportation (representing Mary Dallao, WalkArlington)

BAC attendees: Cynthia Palmer, Chair; Steve Offutt, Vice Chair; Dana Bres; Eric Goodman; Mike Hanna; Noreen Hannigan; Aaron Schuetz; Leah Gerber, Active Transportation Manager

Public attendees: Victoria Glasgow, Leslie Tierstein, Mitch H was on for about half an hour

The Chairs called the meeting to order at 7:06 PM, welcomed PAC and BAC members, staff, and guests, introduced themselves, and asked attendees to introduce themselves briefly. Neither Chair had a Chair's Report, and there were no public comments.

Vision Zero Report (TE&O sent meeting staff an announcement):

L. Gerber read the Vision Zero report and answered attendees' questions.

- *Vision Zero Mid-Year Report and Meeting:* BAC-PAC members are encouraged to read the Vision Zero Mid-Year Report, which will be posted soon, and plan to attend the Vision Zero External Stakeholders Group [Vision Zero ESG Mid-Year Meeting](#) on Tuesday, December 6, at 7PM. Members of the public are welcome to attend, and pre-registration is not required. The PAC ESG member is Eric Goldstein; the BAC ESG member was (and perhaps still is) Dana Bres.
- *Vision Zero Critical Crash response Protocol:* After another fatal pedestrian crash in North Arlington, County staff presented the Vision Zero Critical crash response protocol to the County Board on October 18. View the [Vision Zero Team's presentation to the County Board on Oct 18](#) at about 45 minutes on the meeting recording.
- *Three Vision Zero Pilot Safety Project Comments* due Sunday, November 20: Visit the [Pilot Safety Project page](#) to learn more about the overall program and the specific projects currently being studied: Oak Ridge Elementary School Temporary Closure part of 24th Street for school PUDO; Patrick Henry Drive & 18th St. North School Crossing Pilot; and North Oak Street Walkability Improvement Pilot.
- *Vision Zero electronic Newsletter:* Don't forget to sign up for the Vision Zero newsletter! Go to the main Vision Zero [page](#) and complete form Receive Vision Zero Updates.

Leah Gerber: Report a Problem MOT Update:

For several years, both the BAC and PAC have requested a way to use Report a Problem (RAP) to report construction problems that impeded safe bike-ped access. L. Gerber, one of the key County staff responsible for the MOT (Maintenance of Traffic) sections of RAP, provided an update on MOT reporting through the RAP. The goals of the MOT RAP program are to create a system that is more functional and easier to use for both users and staff and to create one database for MOT requests that can track problems in specific areas. DES-DOT staff, in consultation with BAC-PAC and others, ran a pilot MOT RAP from June through September, which was analyzed in October. Staff are now making revisions to improve the program. One of the issues staff are continuing to address is insufficiently clear categories, as RAP users frequently use the MOT forms to report non-DOT issues, such as fallen trees/limbs blocking sidewalks. These requests are then directed to DPR, with a response to the RAP user that it was forwarded to DPR and instructions on how to followup with DPR.

BAC-PAC responses:

- Who is handling RAP MOT requests and how quickly are they handled? MOT requests go directly to DOT staff. Currently MOT RAP requests can take 11 days to complete, but the goal is to process them within 72 hours. True emergencies require immediate attention; some requests are more complicated and may take weeks to complete, but the user should receive periodic and realistic status reports. MOT requests need a "continuing" time report. Integration and coordination of adjacent MOTs needs better coordination – for closures, detours, and signage.
- App: Was it developed in-house? Yes. Can it be easier to access? Staff are considering a QR code on construction signage for easier access to RAP form and for photo uploads.
- "Closed" RAPs that are not completed: The BAC-PAC continued to stress how important it is for the County/staff to followup on RAP requests that have been forwarded to other departments or outside agencies. It is not

acceptable to ask citizens to followup on these requests. Rather, staff should inform the user who is responsible for completing the request, provide periodic updates to the user, and inform the user when the RAP is completed.

- Approved MOTs: MOTs are difficult to find and interpret. They should be located on a standard part of the approved project site plan. It is often not clear if the MOT is inadequate to protect bike-ped safety or if the contractor is non-compliant with the approved MOT. What fines are imposed for non-compliance and which staff may levy fines?
- Southgate Road MOT: Several cyclists reported that cycling along Southgate Road during the current Phase 2 of construction is confusing and dangerous, with unexpected dead-ends, an unclear detour route, and inappropriate signage. The speaker noted that this is a complex, multi-phase federal project, and that staff are working to keep on top of it and appreciate feedback from users.
- Rerouting of requests to “correct” department: The PAC Chair encouraged staff to use more intuitive names and better organization of categories to lead users to the correct RAP category for their comments.

Consensus: BAC-PAC should hold a future meeting to brainstorm how to optimize the RAP.

David Patton: Major bike-ped transportation plans in the National Landing Area:

The speaker quickly reviewed the status of many of the key bike-ped projects in the National Landing area. Information on most of these projects can be found through the [Crystal City-Pentagon City map](#).

- Boundary Channel Drive: This project was co-planned by Arlington County and VDOT. VDOT is responsible for construction, which has started and is due to be completed Summer 2023. Because of the project’s location, NPS, DDOT, DOD, FHWA, and NVTA are involved. The project will create two traffic roundabouts – one on each side of I-395 – on Boundary Channel Drive. The project will also provide better connections to Long Bridge Drive for all users and create a new shared use trail on the east side that will connect with the MVT.
- Army-Navy Drive Complete Streets: Staff have been planning this project for more than 10 years, and it’s finally ready for construction to begin. All intersections will be improved for safer bike-ped crossings, and the south side of Army-Navy Drive will have a new two-way cycle track. Floating bus islands will also be installed. Construction is due to be finished Summer, 2025.
- Long Bridge Drive: To improve cyclist access and connectivity between Crystal City, Long Bridge Park, Boundary Channel Drive, and the future bike-ped bridge over the Potomac, the County has approved creating a new protected bike facility along Long Bridge Drive. Providing safe bike facilities along LBD will prevent bike-ped conflict along the popular esplanade of the Park. CIP funding has been approved, but staff have not been assigned, the design is undeveloped, and no website is available yet for the project.
- Long Bridge Project: Bike-Ped Bridge: The Long Bridge Project has approved adding a bike-ped bridge over the Potomac as partial mitigation for environmental impacts of the expansion of the existing Long Bridge RR facilities (two more tracks on a new separate bridge). The new bike-ped bridge will go from the northern end of Long Bridge Park, connect to the MVT, and continue over the Potomac to land in DC. A recent RAISE award will partially fund the project. The Long Bridge Project is in the preliminary engineering phase and is expected to be completed by 2030.
- CC2DCA: The goal of the CC2DCA project is to create a passage for bike-peds between Crystal City and DCA. During the extensive NEPA process, staff applied the Purpose and Needs statement for the project to their evaluation of a specific alignment (landings in Crystal City and DCA) and facility (bridge, tunnel, or bridge-tunnel hybrid). Staff released their preferred alternative (7D) at the CC2DCA meeting on October 25. After compilation of comments, staff will next work with the project’s partners (e.g. NPS, MWAA, CSX) to reach an agreement on the preferred alternative and next steps. This is a complex project with multiple partners and processes. Completion of the project will take several years.
- Arlington National Cemetery Wall Trail: Cyclists and pedestrians have long sought a new multi-use trail along the east side of ANC, and plans are finally starting. The project has no funding nor project page yet, but the County has applied for funds.
- Crystal City Water Park: The Crystal City Water Park, like most parks in Crystal City, is a publicly accessible, privately owned open space that is beloved by the community. JBGS has approved plans for a major reconstruction of the park, which will impact the Crystal City Connector between Crystal City and the MVT. VRE’s plans to expand and move their Crystal City station further south also impact the CCC. The Water Park reconstruction is scheduled to be completed by Summer, 2023.

BAC-PAC comments: Most of the comments and questions were about the proposed new bike lanes along Long Bridge Drive, whose design is not set. D. Patton thanked D. Bres and C. Slatt for their continuing efforts to expand the width of the proposed Long Bridge Project bike-ped bridge. BAC-PAC members expressed concerns about where the bike-ped

bridge would land in DC. Several participants raised concerns about the landings (garage and entry from Crystal Drive) for the CC2DCA project and the need to support riding bikes over the entire route.

Leah Gerber and David Patton: Revising the BAC and PAC Charters:

Both the BAC and the PAC submitted comments and suggested changes to the draft charters that V. Mosley distributed and discussed at their October meetings. L. Gerber, D. Patton, and P. Holloman, the TAC staff coordinator, submitted the BAC, PAC and TAC comments and discussed them with V. Mosley, who was surprised to receive so many detailed comments. Staff defended the submissions, and suggested to the BAC-PAC to keep the charter more general. The BAC Chair and PAC Recording Secretary stated that many of their specific comments were in direct response to detailed language in the staff draft that was incorrect and did not reflect what the BAC and PAC actually did. The PAC Chair stressed the importance of the words matching the mutual expectations from the County Manager and staff and the committees. Policy expectations do matter and need to be explicit. "Providing what is expected and they are expecting what we want to provide."

Next steps: V. Mosley will return to the BAC-PAC in December for further discussion of a new draft. Staff stressed that there is no deadline for completing the charter revisions – it's more important to get it right.

Pamela Van Hine: VDOT Route 1 Multimodal Improvements Study Phase 2 PIM 3 Meeting and CC2DCA draft letter:

Route 1 project: The speaker reviewed the history of the BAC-PAC participation in the Route 1 planning project to date and encouraged all BAC-PAC members to attend the November 14 Public Information Meeting. She also asked if BAC-PAC members would want Dan Reinhard, the VDOT Route 1 project manager, to return to a joint BAC-PAC meeting in December to present us with an update before formal comments are due.

Moved, seconded, and unanimously carried without dissent: The BAC-PAC will invite Dan Reinhard to a joint BAC-PAC meeting on Monday, December 5 if he is available. L. Gerber will invite him and report back to the BAC-PAC.

CC2DCA draft letter to the County Manager: The speaker shared her draft letter and discussed its main points – continuing to support the CC2DCA project, expecting to continue to be involved in its planning, and raising concerns about some design issues. D. Patton thanked her for drafting the letter, and suggested removing the sections that raised concerns about specific design issues because they were premature at this point. The PAC Vice Chair asked if 7D was the County's preferred alternative as well (yes). The speaker then asked the BAC-PAC if they wanted to use her draft to compose either a joint letter, separate letters or no letters.

Moved, seconded, and unanimously carried without dissent: The BAC-PAC will write a joint letter to the County Manager in support of the CC2DCA project.

The PAC Chair, PAC Vice Chair, BAC Chair, Vice Chair, and D. Bres volunteered to work with the speaker to finalize and send the CC2DCA letter (sent 2022-11-15).

BAC Business: None. The BAC Chair suggested that plans for improving the Shirlington Road-4MRT intersection be a future topic.

PAC Business:

Henry Dunbar briefly reported on **BikeArlington and WalkArlington** upcoming activities. Sign up for the BikeArlington Holiday Lights Ride on December 20, watch for Street Smart 2022 enforcement activities, and grab some new bike lights at two upcoming events: Thursday, November 10, on the W&OD at Columbia Pike (4:30-6:30 P.M.) and Tuesday, November 15, 4:30-6:30 P.M. on the Custis Trail at Rosslyn Bike-o-meter.

Approval of October 12, 2022 draft PAC meeting minutes:

Moved, seconded, and approved unanimously without dissent: The PAC approves the draft October 12, 2022 PAC meeting minutes as submitted.

The Chairs adjourned the joint meeting at 8:57 P.M. Update: Dan Reinhard, VDOT Route 1 Project Manager, will meet with the BAC-PAC at a joint meeting on Monday, December 5. Watch the BAC and PAC pages for further details.