

Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC)
Joint BAC-PAC Meeting, held virtually via Microsoft TEAMS, Wednesday, December 5, 2022 7PM
Meeting Recording: <https://www.youtube.com/watch?v=oeHtES1yXJo> Meeting Slide deck (VDOT slides):
Minutes (approved without objections or corrections by quorums of BAC and PAC members on January 11, 2023)

PAC Attendees: Eric Goodman, Vice Chair; Pamela Van Hine, Recording Secretary; John Armstrong; Jim Feaster; Eric Goldstein; Tom Korn; Eric Malpeli; Chris Yarie; Mary Dallao, Program Director for Active Transportation/Acting WalkArlington Program Manager

BAC Attendees: Cynthia Palmer, Chair; Steve Offutt, Vice Chair; Mark Blacknell; Gillian Burgess; Eric Goodman; Mike Hanna; Megan Jones, Noreen Hannigan; Tim Rosato; Aaron Schuetz; Chris Slatt; Leah Gerber, Active Transportation Manager

Other attendees: Speakers for VDOT Route 1 update: Dan Reinhard, John Martin, Geoff Giffin, P. Kyla; 22202: Carol Fuller, CCCA/CCCRC/Route 1 Working Group; Paul Pisano, 18th Street resident; County staff: Allison Bullock, Elwyn Gonzalez, new DOT staff; Others: Kevin O'Brien, WABA; Collier Cook; Randy Swart; Leslie Tierstein

The BAC Chair and PAC Vice Chair called this joint BAC-PAC meeting to order at 7:05 PM, welcomed PAC and BAC members, staff, and guests, introduced themselves, and asked attendees to introduce themselves briefly. There were no Chair reports or Public comments.

Dan Reinhard, Senior Project Manager: VDOT Route 1 Multimodal Improvements Study Phase 2 Update:

The speaker, with assistance from Kimley-Horn consultants John Martin and Geoff Giffin, presented an updated version (see slides) of his PIM 3 public engagement on November 14. He provided more details on the Barnes Dance signalization, showed slides with greater ROW width (29') at 18th, but 24' at 15th (impact of left turn lanes), recapped their current traffic analyses and conclusion that traffic levels on Route 1 have leveled off to an acceptable 2019 level. He acknowledged that speeding is a major problem and that traffic jams have returned in the PM, although AM rush has leveled out. Note new slide showing vpd weekday volumes, by intersection, varying from greater than 36,000 to greater than 54,000! Traffic jams will continue to occur along Route 1, even with new proposed intersections and traffic signals at 15th and at 18th. Good news is VDOT's recommendations for 25 mph maximum speed, no Right on Red, LPIs, Barnes Dance signalization at 18th, and proposed new interchanges between I-395, Route 1, and Route 110 – but some of these proposals also impact traffic flow and queuing on Route 1 and require longer left turn lanes. For 25 mph to work for traffic, signals along Route 1 need to be coordinated carefully. Note possible streetscape elements and signage on slide 31 – includes behind the curb bike facilities, off peak on street parking, bus stops. The speaker discussed the proposed new 23rd Street/Route 1 configuration and how to reduce U-turns through traffic lights. He also noted the potential connections for cyclists from the east side of Route 1 onto new bike lanes proposed for Long Bridge Drive. Although VDOT does plan to complete their proposed TDM plan – and present at PIM 4 – their vpd goal is still 2019 levels!

Discussion summary:

Note: P. Van Hine and D. Bres submitted questions ahead of time – and many of these were addressed in the revised presentation to the BAC-PAC. VDOT responses are in parentheses.

- Great changes: 25 mph speed limit, no right on red, LPIs, Barnes Dance signalization, new I-395-Route 1-Route 110 interchanges and potential extension of 10th Street. Can LPIs be longer than 5 seconds (probably not).
- 18th Street: VDOT plan shows the same street layout as the current street, including only painted bike lanes. Disappointed that Dutch underpass has been removed from plans. Can VDOT study the impact of a 3-lane 18th instead of the 4-5 lanes on the plan? This would free up space for PBL and the Dutch underpass. (no) Including Barnes Dance signalization at an at-grade 18th Street is essential for pedestrian safety, but concerned about the 150' signal cycle length. (long length is needed for coordination with other lights along Route 1)
- 20th Street: Slip lane and porkchop seem poorly designed and provide insufficient space for bike-peds attempting to cross Route 1 at this intersection. Is the slip lane at least signalized? (VDOT will review, agrees that the stop line needs to be before the crosswalk to the porkchop. This is not an ordinary slip lane, however. It does create a more "normal" right turn.)
- ROW: The BAC-PAC has previously recommended to start with sufficient minimum widths to create a safe, accessible, comfortable, and inviting environment for bike-peds and for street trees to be healthy and thrive. These features are essential to create an activated, vibrant urban boulevard. However, VDOT still limits the overall ROW to 140' and the "pedestrian zone" to 24'. The minimum width needed for adequate streetscape features is greater than 24' however (10' clear zone + 7' landscaping zone/edge + 6' bike lane + buffers/curbs/shy zone).

(VDOT reiterated that 140' is their max, in part because of pinch-points along Route 1, that all travel lanes need to be 11' wide – AASHTO standards and trucks, and that many of the left turn lanes are – and need to be – quite long. VDOT stated that bike lanes are not their decision.). Can VDOT reconsider its requirement that street trees be offset by at least 6' from the curb? (VDOT is reevaluating). G. Burgess expounded upon the need for 6' wide minimum bike lanes so that cyclists could pass safely and families could ride side by side. She also requests periodic "cuts" between clear zones and bike lanes to allow cyclists to reach their destination buildings. Having trees closest to the curb (rather than bikes) provides safer space for vehicles turning towards buildings (less immediate conflict with cyclists). How can bike-peds safely cross driveways and curb cuts?

- 25 mph – how will this be achieved? Current speed on I-110 is 45 (new traffic lights from ramps will slow it down). Curves on Route 1 will help, urban design and signage encourages appropriate speeds). Signs need to be as large and as prominent as possible. Enforcement is still needed; automated is the goal (not fully implemented in Virginia yet). Off-peak on-street parking (not a VDOT decision).
- Encourage raised crosswalk at intersection for bike-ped safety and raised and wider median to improve tree health and aesthetics (no).
- TDM: Plan is needed now, should be implemented now. Goal needs to be no more than 25,000 vpd, not the current levels shown on slide
- Reminder – the community does not want this plan! It removes the current safe crossing under Route 1 at 18th and replaces it with a more dangerous at-grade intersection for all modes traveling east-west.
- Final comments from C. Slatt ([listen at 1h22m30s](#)): VDOT perspective is still too car-centric; we need to build a people-centric boulevard that supports all modes. VDOT needs the TDM plan to proceed with overall planning – vpd needs to be lower. Let's build the Route 1 Boulevard that the community actually wants rather than what is currently being proposed and does not meet our needs.

Mary Dallao, Program Director for Active Transportation: [BikeArlington](#) and [WalkArlington](#) Updates

BikeArlington: Upcoming events include Balaclavas & Baklava Winter Accessory-Making Workshop, December 13, and Holiday Lights Ride, December 20. Both events are booked, but you can be added to a waiting list.

WalkArlington: The most recent 8-week Walking Challenge finished today. WalkArlington is co-hosting the Balaclava event. Note Bike to work events and pit stops with food and drink. Bike light giveaway was successful – 286 people participated at events on Columbia Pike, W+OD Trail, and in Rosslyn. WalkArlington/BikeArlington and partners have placed new "Burma Shave" type bike-ped safety signs along trails, including themes to stay bright at night. BikeArlington is planning a Winter Bike to Work Day on Friday, February 10, 2023. Stay tuned for details! CABI now has 109 stations through the DMV area!

Leah Gerber: Update on [S. George Mason Drive Complete Streets](#) planning:

The BAC-PAC agreed to postpone the speaker's presentation because the [public meeting has been postponed](#) until early 2023. December 1, 2022 Update: The Virtual Community Meeting for Phase 3 of the S. George Mason Drive Multimodal Transportation Study will be rescheduled for mid-January 2023. The project team felt there was more work to be done to refine the concept for the S. Four Mile Run Drive intersection and to develop a final cross section for Segment 3 (S. Four Mile Run Drive to S. Dinwiddie Street). Over the next few weeks, the project team will be focusing on: Balancing tradeoffs at the intersection of S. George Mason Drive and S. Four Mile Run Drive. This includes looking at trade offs involving traffic signal timing, different transportation modes, and available space; Improving safety for all users – pedestrians, transit riders, cyclists, and motorists; and creating connected bicycle and pedestrian facilities.

BAC-PAC Business:

BAC representative for [YMCA SPRC](#) sought: L. Gerber asked if any BAC member wanted to serve on an upcoming SPRC Committee for the YMCA project. G. Burgess volunteered. THANKS!

Joint BAC-PAC letter to the County Manager RE: VDOT Phase 2 plans:

Motion: P. Van Hine made a motion for the BAC-PAC to prepare a joint letter to the County Manager with our comments on VDOT's Route 1 Multimodal Improvements Study Phase 2 plans.

The motion was seconded, Ms. Van Hine asked for any discussion. C. Slatt thought sending a letter now was an excellent idea, in part to help clarify which group is responsible for which parts of the project. Hearing no other comments, P. Van Hine repeated the motion for a vote. The motion was passed unanimously, without dissent, by a quorum of BAC and PAC members present. P. Van Hine then asked for volunteers to help write the response. The BAC Chair will help the speaker with a rough draft, and C. Slatt, G. Burgess, S. Offutt, and E. Goodman will help edit. The speaker will check with the PAC Chair to see if she can assist as well.

Approval of November 9, 2022, joint BAC-PAC draft minutes:

Motion: Moved, seconded, and unanimously approved by PAC members present without dissent or discussion – the [November 9, 2022 draft BAC-PAC minutes](#) are approved as submitted.

The BAC Chair and PAC Vice Chair adjourned the joint meeting at 8:58 PM. The next BAC meeting will be held on Monday, January 9, 2023; the next PAC meeting will be held on Wednesday, January 11, 2023. Please visit the [BAC](#) and [PAC](#) websites for further details when available.