

BAC-PAC-LHA Joint Meeting July 11, 2018 7 PM

Approximately 70 people, who represented at least 13 of 16 LHA civic associations, all PAC members, most BAC members, CPHD and DES Transportation staff, and other interested parties, broke into groups around 4 tables with maps of different sections of Lee Highway in Arlington. The charette had two breakouts: bike-ped challenges and proposed short-term and long-term solutions to those challenges. Staff facilitators encouraged participation, summarized comments, and prepared written summaries after the meeting. The findings will be given to consultants for the [Lee Highway Planning](#) study.

The map sections and facilitators were:

- Table 1 - Lynn Street to Spout Run, David Patton, DES Transportation
- Table 2 - Spout Run to Glebe Road, Erin Potter, BIKEArlington
- Table 3 - Glebe Road to North Nottingham, Ritch Viola, DES Transportation
- Table 4 - Lee-Harrison to East Falls Church Metro, Christine Sherman, DES Transportation

Below is a summary of themes and issues discussed at the meeting, divided into general issues that impact both cyclists and pedestrians, bike only, and pedestrian only.

General Challenges - impact both cyclists and pedestrians:

Streetscapes: Need more and brighter street lights - especially important for pedestrian safety. Also needed are more healthy trees, benches, and public space.

Wayfinding - needed everywhere, for trails/bike routes, shopping centers, cultural sites (e.g. libraries), parks, historical sites, METRO, transit centers, and major bus stops!

Streets: Slip lanes encourage bad driving behavior and are dangerous for ped and bike crossings; unnecessary travel lanes, e.g. third travel lane westbound at eastern end; too many commercial curb cuts and driveways that impact both ped and bike safety (western end); ROW restricted, especially on western end, so it's hard to expand bike/ped features or create complete streets; bike lanes, sidewalks and other key features end abruptly; curbside parking impedes cyclists.

Traffic lights: Beg buttons are car-friendly, not bike-ped friendly; broken pedestrian lights; traffic lights that do not detect cyclists/bikes (western end); dangerous crossings with no lights.

Buses: Stuck in traffic in eastbound lane into Rosslyn - discourages transit ridership; bus stop pull-ins cause conflicts with cyclists.

Driver behavior:

- Speeding - everywhere. Drivers' speed is perceived as too fast for bike-ped safety, even if it's the legal speed.
- Not Yielding - especially Right on Red, left turns, at crosswalks, at trail intersections.
- Need car-bike code of ethics!
- Red light running at several sites. One risk factor is poorly positioned traffic lights that drivers do not see until too late (e.g. Cleveland @ Lee, Adams & Lee)
- Too much vehicular traffic - and I-66 changes make it worse.

Intersections perceived to be especially dangerous for cyclists/pedestrians:

- Lee & Spout Run (Intersection of doom - two shopping centers, complex intersection, taxis): Area is dangerous for cyclists and pedestrians; no good place for cyclists around Spout Run. Slip lanes are dangerous.
- Five Points is especially dangerous for young people. See specific recommendations from meeting and compare to [County reconfiguration](#) - project is almost done.
- Old Dominion could be a pleasant alternative to Old Lee, but streetscape does not accommodate bikes and pedestrians safely. Too many cyclists ride on sidewalks on OD because street is not safe, but sidewalks are too narrow to accommodate both cyclists and pedestrians. Bikes on sidewalks also an issue further west because street is not safe and parallel streets are not continuous through neighborhood. It is not safe to cross OD at Stratford. Old Dominion and Lorcum intersection needs major reconfiguration.
- Lorcum & Lee is dangerous - group suggested reconfiguration; right turn lane is too wide/dangerous.
- Glebe & Lee: "Inconsistent logic" for traffic lights at Glebe - confuses drivers; too much traffic moves through this intersection; take too long to drive through, so drivers use side streets; crossing right turn lane is dangerous; entire intersection is dangerous for cyclists and pedestrians; new preschool will add to problems.
- 26th & North Harrison - dangerous to cross, intersection needs all-way traffic control.
- Crossing Lee Highway bridge over I-66.
- Lee between Sycamore and Lexington - too far without signalized crossing.
- Washington Boulevard between Glebe and George Mason: Too much traffic, too much speeding, two travel lanes each way, heavy trucks - dangerous for bike/peds.
- Crosswalk at Lee & Vance dangerous because traffic is pulled off at Lee and sightlines are poor.
- Drivers exiting major roads, e.g. I-66, are not watching/yielding to cyclists/pedestrians.
- Crossing at John Marshall (currently may carry a flag); crossing at Sycamore

Missing links:

- Edison & Harrison do not connect
- Poor connection between Iwo Jima Memorial and rest of bike network
- Lee Highway & 22nd Street needs better connection for cyclists.
- 20th Street North between Oakland and Monroe (and Lee highway sidewalks here are too narrow, too dangerous)
- 22nd and Culpeper do not connect.

- Custis Trail should connect to Clarendon.
- Kirkwood bike lanes are not continuous.

Bike-Specific Challenges (see general issues, especially driver behavior):

Bike lanes: Missing sections of bike lanes on most of Lee Highway, often at dangerous intersections; insufficient space/ROW to build bike lanes; Need segregated, protected bike lanes throughout, including along 26th, which is still dangerous for cyclists; Obstacles in bike lanes: trash, parked vehicles

Bike sharing and parking: Need better access to bike share, more bike share stations, more dockless; Also need covered parking, more bike racks.

Trails:

- Custis trail too congested - need separate bike-ped lanes; blind corner Custis on curve
- Driver-bike conflicts, especially when driver is turning/crossing trail: e.g. Arlington Boulevard Trail @ Rolfe; Lynn/Lee, GWMP on/off ramps, Marriott parking lots
- Unnecessary mini-stop sign on Custis Trail/sidewalk (eastern end)
- Key could be an alternative route but it's in poor condition.

Pedestrian-Specific Challenges (see general issues, especially driver behavior): Pedestrians of all ages and all abilities need to be able to move through the area safely and conveniently.

Sidewalks: Too narrow, poor condition, missing sections, too close to street and traffic in many sections of Lee.

Crosswalks: missing, poor condition; pedestrian ramps missing, poor condition, or at wrong angle.

Better pedestrian access to specific places: Cherrydale library, shopping centers (routes to and from are not clear in many places), proposed senior centers, community centers, schools - all have higher pedestrian traffic and higher risk pedestrians (very young, very old, frail, and disabled).

Refuge medians: Too small, poor condition, missing (some sections of Lee are very wide)

Short-term solutions (start with paint and bollards if necessary):

Traffic lights: eliminate beg buttons, ensure signal timing makes bike/ped movement optimal; eliminate right on red (add red/yellow/green arrow lights); add more left turn lights - left turn on left turn light only, not general green light); ensure all traffic lights are timed correctly for all users; give bikes and peds a leading start at intersections; install traffic lights at high risk intersections that lack them.

Streets: Create tighter turn radii through bumpouts, other complete street options; remove on street parking on main streets/bike routes; create rapid bus lanes (share with bikes?); eliminate slip lanes; consolidate curb cuts; plant more trees; add benches; Unneeded third travel lanes should be converted to protected bike lane/wider sidewalks. Eliminate U-turns at several dangerous intersections. Need more wayfinding everywhere!

Driver behavior: Better enforcement and stings; red light cameras; speed cameras; lower speed limits; lane narrowing, removal of unneeded travel lanes, removal of slip lanes. How do you slow drivers down on "highway"? Need more PAL-like programs to encourage better driver, cyclist, and pedestrian behavior - and better safety for everyone (post the "rules"); encourage shared parking. Eliminating right on red, adding specific left turn signal, eliminating some U-turns, bike/ped leading intervals should encourage drivers to yield and reduce driver-bike/ped conflict.

Bikes: More bike boxes, more separate and protected bike lanes; use more green paint; more bike parking.

Trails: Create separate bike and pedestrian lanes on trails (especially on Custis); eliminate right turns across trail. Reopen tunnel on Custis at Spout Run. Fix poor connections to trail system (e.g. Iwo Jima)

Pedestrians: Raised crosswalks; complete sidewalk network; wider sidewalks throughout; better, bigger refuge islands at some wide and dangerous crossings; more ped bump outs at intersections; more streetlights, trees, benches. Ensure that all intersections are safe for pedestrians - adequate traffic lights (location, timing), crosswalks in good shape, pedestrian ramps are in good shape and correctly designed. Add Barnes Dance at Spout Run!

Major Proposals:

- Create dedicated bike boulevards on 26th and 22nd; connect to Washington Blvd bike lane (need better wayfinding too); 26th Street should extend to Culpeper as bike-ped only, then route through park to connect bike boulevard to N. Glebe.
- Use I-66 ROW to connect Custis Trail from Quantico Spur west to the EFC Metro.
- Continue eastbound bike lane under I-66 at Spout Run
- Create tunnel at Lynn and Lee (or Offutt solution - re-routing cars from I-66 to GWMP/Key Bridge)
- Create trail along GWMP/Spout Run between Rosslyn and Lyon Village Shopping Center
- Change zoning for by-right development to create adequate streetscape space for cyclists and pedestrians: separate protected bike lanes, wider sidewalks, bike parking, benches, etc.
- See specific recommendations in [Report](#) from Table 2 for Five Points, for Old Dominion & Lorcum Lane, and for Spout Run.

- All new developments should include new public gathering places with benches (and other amenities)
- Add a streetcar line!
- Negotiate MOU with VDOT to take over Lee Highway!

/pvh, PAC Chair, revised 2018-08-11