

Joint BAC-PAC Meeting  
Bicycle Advisory Committee and Pedestrian Advisory Committee  
Monday, February 4, 2019  
Ellen M. Bozman Government Center, Room 311  
Courthouse Plaza, 2100 Clarendon Boulevard  
PAC Minutes (approved with edit March 13, 2019)

Present (PAC): Eric Goldstein, Chair; Chris Yarie, Vice Chair; Pamela Van Hine, Recording Secretary; Eric Goodman; Leeann Sinpatanasakul; David Patton, Bicycle & Pedestrian Planner; Katy Lang, WalkArlington. The BAC was represented by approximately 10 meeting participants, including Gillian Burgess, BAC Chair; Elizabeth Kiker, Vice Chair, Kelly Cornell, BAC staff; and Henry Dunbar, Director, Active Transportation.

Guests: Gail Ginsburg; Phil Haxel; Patrick Kenney; Michael Hanna, E2C2 and BAC member; Gordon Chaffin, Street Justice (Press); Lt Daniel Murphy; DPR Staff: Robert Capper; Lisa Grandle; Kevin Stalica

The BAC and PAC Chairs called the meeting to order at 7:05 P.M and welcomed BAC-PAC members, staff, and guests to the first joint BAC-PAC meeting of 2019. There were no public comments.

#### News Items:

- *Lee Highway Alliance (LHA)*: E. Kiker and L. Sinpatanasakul reported that the recent LHA board meeting was an exciting kickoff for planning, and K. Cornell reported that she was staffing LHA planning and encouraged attendees to report ideas to her.
- *BikeArlington and WalkArlington upcoming events*: H. Dunbar mentioned a pop-up event on Friday, February 8, at Gravelly Point and a plogging event on April 13. K. Lang noted an upcoming social walk on [February 7](#), featuring coffee houses in the Courthouse area.

#### **Lt Daniel Murphy, Special Operations Section, Arlington County Police Department: Bike-Ped Safety Update:**

Lt Murphy distributed and reviewed his Bicycle and Pedestrian Involved Accidents 2018 Annual Report. He explained the TRENDS and LERMS sources used to generate the data in the report and noted a 7% reduction in pedestrian crashes (135 to 125) and 35% reduction in cyclist crashes (80 to 52). Participants speculated that the 2018 record rainy weather, especially on weekends, may have decreased both overall riding and cyclist crashes. There were two pedestrian fatalities in 2017 and one in 2018 and no cyclist fatalities in either year. Report graphs present crash data by days of the week, time of day, month, "at fault", weather, lighting, victim age (new category), and behavior. He notes that the most frequent driver behavior for both pedestrian and cyclist crashes was turning left - and this risk factor increased (59 to 66) in pedestrian crashes. The most common pedestrian behavior was being in a crosswalk - and this behavioral risk factor also increased in 2018 (69 to 82). The report also included separate maps showing locations of pedestrian and cyclist crashes; Lt. Murphy indicated that the overall patterns for crash locations, in the County main travel corridors, have not changed.

Lt. Murphy then addressed a handout with BAC questions and his answers. E-scooter crashes are not reported in the bike-ped report, and e-bike crashes, if any, are included with the overall cyclist crashes. The Shared Mobility Devices Working Group is studying crash data separately with the pilot project. To date there have been 8-9 e-scooter crashes reported, but not all crashes may be included if the rider had no significant injuries. County staff hope that any Virginia legislation will allow local jurisdictions to write their own regulations. Staff do not support either riding on sidewalks or underage riders (less than 16 yo). APS has suggested e-scooters as an alternative transportation mode, but County staff do not support because the vendors' applications stressed first- and last-mile commuting for adults and because of potential liability risks.

Lt. Murphy covered the remaining specific incidents in the BAC questions and answered questions from the meeting participants. He said that citizens can file "near miss" reports and other unsafe practices through the non-emergency number or to ACPDSOS@arlingtonva.us.

**Robert Capper, Department of Parks & Recreation: Trail Model Program (TMP):**

The speaker noted that purpose of the TMP is to replace older multi-use trails and explained the difference between full depth reconstruction, which also removed the underlying bed, and milling and repaving, which just replaced the top layer. As milling only replaces the top layer, it can't be used to widen the trail, but it is significantly less expensive, though it is considered a temporary solution until additional funding can be found. Current projects include several sections of 4MRT, Custis Trail, and a Custis Trail Spur. Existing trail pavement conditions were assessed using special LASER equipment in dry, cold weather in February, to create a Pavement Conditions Index (PCI). Results were: 40% excellent (85-100), 26% satisfactory (70-85), 24% fair (55-70), 10% poor (less than 55). The mean PCI was 78. He showed County maps with trail conditions; unsurprisingly trails along Arlington Boulevard had relatively poor PCI. He noted that the PCI segments were approximately 100', but that they varied, in part because of natural boundaries. He briefly covered plans for Benjamin Banneker trail, which should be completed in late 2019. This trail will have LED lights with 4" shoulders and 10-12' trail width. He also mentioned that solving drainage problems, such as on the Custis Trail, is challenging because of limited ROW and the water often coming from private property.

Discussion: The BAC Chair asked if the County was following any national trail standards. L. Grandle said they were not aware of any such standards and staff were developing their own. The BAC Chair reiterated that the BAC and PAC wanted to be involved in the development of model trail guidelines for the County. The E2C2 representative noted that E2C2 is concerned about the impact on the environment of wider trails and asked for justification for wider trails - do wider trails actually increase safety for trail users? The comments were "it depends" upon volume, trail design, sight lines, whether pedestrians and cyclists are separated, whether the trail was a primary or secondary trail, and other factors. The BAC Chair asked if the spurs on Bluemont Trail would also be repaired and if curb cuts could be added. She also asked to have BAC-PAC input into overall trail design features such as shoulders, width, signage, turning radii, lighting, and amenities such as benches. L. Grandle said the County develops and follows best practices for all park and recreation projects. The BAC Chair also asked about trail wayfinding signage, as it is currently hard for users to describe their location in an emergency- or know exactly where they are. K. Stalica explained that the main trails do have an older signage system, and he is working with emergency responders to update it. He acknowledges that many of the existing markers are damaged or missing and that too few signs exist to explain their use. He also briefly addressed the FY19 budget for trail maintenance that was distributed at the meeting.

**Sharing the Trails - How to Change Cyclist and Pedestrian Behavior on Trails to Improve Safety and Comfort for all Users:**

The BAC and PAC Chairs led a brief discussion on changing user behaviors on the trail to help prepare for a future educational campaign. A BAC member distinguished between poor trail design and poor behavior and that the BAC-PAC needs to address these causes separately. The BAC Chair noted the importance of giving cyclists some trail space to go faster to ensure that bike commuting is a viable alternative to driving. Slower speeds need to be specific to only the areas where they are needed - and that decreasing trail width could be part of slowing cyclists down. Because the meeting was running late, this discussion was tabled until a future meeting.

**No separate PAC Business Meeting** was held because the program and discussion ran late and the PAC did not have a quorum.

The Chairs adjourned the meeting at 9:06 P.M. The next PAC meeting will Wednesday, March 13, 2019 7-9 P.M. in the Cherry & Dogwood Rooms.

