

Joint BAC-PAC Meeting
Bicycle Advisory Committee and Pedestrian Advisory Committee
Wednesday, July 10, 2019
Ellen M. Bozman Government Center, Dogwood & Cherry Rooms
Courthouse Plaza, 2100 Clarendon Boulevard
PAC Minutes (approved as submitted September 11, 2019)

Present (PAC): Eric Goldstein, Chair; Chris Yarie, Vice Chair; Pamela Van Hine, Recording Secretary; John Armstrong; Eric Goodman (also BAC); Andrea Walker; David Patton, Bicycle & Pedestrian Planner; Katy Lang, WalkArlington; Ritch Viola, Bicycle & Pedestrian Program Manager.

Present (BAC): Gillian Burgess, BAC Chair; Elizabeth Kiker, Vice Chair; Eric Goodman (also PAC); Mike Hanna; Katie Hyde; Steve Offutt; Cynthia Palmer; Kelly Cornell, BAC staff; Kevin Stalica, DPR Trails

Guests: Gordon Chaffin, Street Justice (recorded meeting in abstentia); Collier Cook; Lt Daniel Murphy; Josh Nicholas, TE&O; Paula Potts

The BAC and PAC Chairs called the meeting to order at 7:03 P.M. and welcomed BAC-PAC members, staff, and guests to the second joint BAC-PAC meeting of 2019.

Public Comment: P. Potts raised her concerns about W & OD trail detours being proposed during 1.5 years of trail construction, as well as flood damage from the recent severe storm. This is a VDOT project, so changes are more difficult to make. The group also discussed whether repairing storm damage at Lubber Run could include realignment of the bridge. Costs may be prohibitive. K. Stalica will learn more project details soon and report back.

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

Lt Murphy reported on the first six months of bike-ped crash data for 2019, with six-month data from 2018 and 2017 provided for comparison. Pedestrian crashes are down 6 (10%) from 2018, and 15 from 2017. Bike crashes increased to 37 (37%), although they were slightly less than in 2017 (39).

Lt Murphy led a discussion on the bike-ped crash data and why it can vary so much. Among the reasons, crash victims decline to file a report (decreasing numbers), crash victims file reports for minor injuries (increasing numbers), and weather. Crash risk factors can include insufficient enforcement, engineering problems, and operator errors. He noted the increase in cyclists being at fault in bike crashes, although reasons are not known. Three pedestrians, all 60 yo or older, have died in crashes so far in 2019. J. Armstrong asked how fatal crashes are examined, and G. Burgess asked about the pedestrian signals: were they working, was their sufficient time to cross, was the wait time too long. She also asked about the car models, as larger vehicles such as SUVs and trucks are known to cause more serious injuries in bike-ped crashes. Attendees briefly brainstormed on ways to encourage citizens to purchase smaller cars and discourage them from purchasing larger vehicles.

Finally, Lt Murphy reported on a traffic safety meeting in Roanoke that he attended with Dan Nabors. He attended a session on Vision Zero and learned that the 12 step process is similar to what Arlington is already doing. He noted that 18 jurisdictions in Virginia, including Falls Church, had no fatalities in 2018, but he feels that the state should have separate population-based categories for traffic safety comparisons.

Josh Nicholas, Project Management Coordinator, TE&O: Traffic Signal Operations: Guidelines and Procedures:

The speaker distributed copies of the TE&O document Traffic Signal Operation: Guidelines and Procedures, noting that it was a working document that was frequently being updated as needed and that suggestions were welcome. The committees and speaker briefly discussed Leading Pedestrian Intervals (LPI), noting that LPIs are always used

with no RTOR (Right Turn on Red) signage. C. Palmer commented on the "black box" NROR that cause confusion for drivers and other roadway users. Better signage is needed to make them more effective. She also noted that riders could not see the lights at Arlington Mill Road/Walter Reed Drive, making crossing dangerous. Cyclists should be able to ride when the LPI is in effect.

The bulk of the discussion focused on the pedestrian call mode section. Participants expressed their frustration with beg buttons (pedestrian actuated call buttons): pushing the button does not activate the pedestrian signal on the parallel side, cyclists often have no way of reaching the button, pedestrians with disabilities may not be able to use them, pedestrians don't understand why they cannot walk when the green traffic light would give them sufficient time to cross. Lights at trail crossings are also frustrating; an example was at Arlington Boulevard, where the light says don't walk when no vehicles are coming. C. Yarie asked for an interpretation of D1.3 (p.10) "not significantly degrade operations for other modes of travel..." "Individual judgment" was the response.

Some participant suggestions:

- The County still focuses too much on "mode balance" even though Arlington is increasingly urban and high density. We need to reprioritize the needs of all users, with alternative mode users given preference over SOVs.
- Currently staff spend significant time studying individual intersections to recommend specific types of pedestrian lights, although the outcome is making pedestrians less safe and very confused and frustrated. Make the lights auto-recall, which would be much less work for staff and make bike-ped travel much easier. If all traffic is degraded significantly, then re-evaluate.
- If the green light at an intersection is long enough to give pedestrians time to cross as well, the pedestrian light should always be auto-recall.
- If pedestrian lights at an intersection must be set actuated (beg button), pressing the button should activate the light on the parallel side of the street as well. *J. Nichols said that they should be set that way and to report those that are not activated on both sides so they can be fixed.*
- County pedestrian recall location map should include a category for those intersections with mixed pedestrian signals (one direction is auto-recall, one direction is beg button). This map should be published online when updated so that travelers can know whether a light is broken or if it is set as actuated.
- What is the current status of bike detection at signalized intersections? Passive detection is increasingly used, especially at trail intersections. J. Nichols mentioned that bikes positioned for left turns are harder to detect.

Ritch Viola, Bicycle and Pedestrian Program Manager: How Should Arlington Address Micro-Mobility Innovations?

The speaker showed illustrations of small, medium, and large micro-mobility devices. Staff know that micromobiles are a valuable addition to alternative modes of transportation in the County and they assume that the variety of micromobiles available and their use will continue to grow in the County. Now is the time for the County to develop broader guidelines for micromobile use, whether fleet-owned or individually owned. If the County does not have guidelines ready by the end of 2019, the County- must follow state-imposed standards. Staff also want to continue to coordinate guidelines with other local jurisdictions. Some issues to be addressed in County guidelines include: where to ride, where to park, operating speed limit, operator requirements, fleet owner requirements, and limits on hours or locations of operations. Staff's first priority is to develop guidelines that keep everyone safe! Staff have been working closely with County legal staff on these guidelines.

The speaker summarized the proposed timeline for County micromobile regulations development: 1) Staff draft of ordinance should be available to BAC-PAC by the end of August, 2) staff propose RTA for ordinance at the October 19 Board meeting; 3) Board meeting hearing about ordinance is held on November 16; 4) public outreach continues through September; and 5) new County regulation would take effect in late December 2019 and

replaced the Shared Mobility Devices Pilot Program. *BAC-PAC feedback needs to be submitted by late September/first week in October, before the Joint BAC-PAC meeting on Monday, October 7.*

Participants comments included: addressing robots or other autonomous vehicles (not at this time); offered WABA letter; apply guidelines for e-bikes to all micromobiles; use Virginia definitions for e-bikes; address fleet wrangler rewards and penalties; change language from owner to rider; clarify fleet owner language.

Gillian Burgess, BAC Chair; Eric Goldstein, PAC Chair; Chris Yarie, PAC Vice Chair: State-Level Legislative Priorities for BAC-PAC:

The PAC Chair noted that the County Manager sent a letter requesting BAC & PAC top priorities for Virginia legislation for the coming year. In June, Pat Carroll, the County State Liaison, spoke to the PAC, stressing that building upon and expanding the scope of existing legislation rather than asking for something entirely new and big. The PAC Vice Chair followed Ms. Carroll's advice and suggestions from other PAC members to compile a PAC list that the PAC Chair converted into the letter that was distributed. The BAC Chair reviewed the suggestions that she received, suggesting three topics in addition to those in the PAC letter: changing contributory negligence to comparative negligence in crashes, allowing Idaho stops for cyclists, and allowing automatic devices for detecting speeding and red light running.

Motion: The PAC Chair moved that the BAC-PAC will write a joint letter to the County Manager with combined suggestions for 2020 Virginia legislative priorities. His motion was seconded, and PAC and BAC members voted separately and unanimously to approve this motion. The Chairs directed the BAC and PAC Vice Chairs to merge the proposals into one letter.

Katy Lang: Quick News from WalkArlington: 2019 Bike Map will be out shortly. Transit festival is this Saturday at Adams Mill from 9-1 with lots of kids-friendly activities. She is helping edit the [NVRC Share VA Roads booklet](#). Please send her your suggestions by the end of July.

No separate PAC Business Meeting was held because the program and discussion filled the time allotted.

The Chairs adjourned the meeting at 8:57 P.M. The next PAC meeting will be Wednesday, August 14, 2019, starting with a walk from Virginia Square to the Bozman Center, where the meeting will continue in the Dogwood & Cherry Rooms.