

Special Joint BAC-PAC Meeting
Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC)
Monday, October 7, 2019 7-9 P.M.
Ellen M. Bozman Government Center, Room 311
Courthouse Plaza, 2100 Clarendon Boulevard
PAC minutes (approved with edit November 13, 2019)

Present (PAC): Pamela Van Hine, Recording Secretary; Ian Blackwell; Jim Feaster; Gail Ginsburg; Eric Goodman; Ritch Viola, Bicycle & Pedestrian Program Manager.

Present (BAC): Gillian Burgess, Chair; Elizabeth Kiker, Vice Chair; Eric Goodman; Mike Hannah; Dwight Hlustick; Anna Kopy; Cynthia Palmer; Aaron Schuetz; Kelly Cornell, BAC staff; Kevin Stalica, DPR Trails; Renee Moore, Bike Arlington.

Guests: Dan Nabors, Design Manager, TE&O, speaker; Gian Connor; Jim Cummings; Elizabeth Gallagher; Neal Hunter, DPR; Jennifer Messiant (sp?)

The BAC Chair called the meeting to order at 7:03 P.M. and welcomed BAC-PAC members, staff, and guests. There were no public comments. P. Van Hine mentioned the PAC and County response to the [Arlington National Cemetery Southern Expansion FONSI](#) report. The BAC Chair then briefly reviewed the projects recently open for public comment that were listed at the bottom of the meeting agenda:

- Both the County dockless pilot and ANC SE FONSI comment periods are now over, though the Chair encouraged attendees to continue to send any comments. Note that the [micromobility project report](#) is now available. The proposal will go to the County Board in December.
- The [Long Bridge Project EIS](#) will hold a public meeting on October 22 (DCRA Building, 1100 4th St SW, Room E200), and written comments are due by October 28. Recommending simultaneous building of the bike-ped bridge with the new railroad bridge and ensuring that the landing on the DC side will provide safe and convenient access to the SW Waterfront/L'Enfant Plaza sites are critical points, as well as ensuring connections to Long Bridge Park and the Mount Vernon Trail.
- The third and final SPRC meeting for [Met Park 6-7/8](#), the first National Landing area properties being built for Amazon HQ2, will be held [October 14](#) in the Aurora Hills Community Center. These meetings are open to the public.
- Finally, the Chair mentioned that the [Career Center](#) site planning and [Walter Reed Drive Complete Streets](#) projects should be considered together, with many of the transportation changes needed to make the Career Center a success will be part of the Walter Reed project.

Invited Speakers: Ritch Viola, Bicycle & Pedestrian Program Manager, and Dan Nabors, Design Manager, TE&O. Safe Accommodations for Cyclists and Pedestrians during Construction Projects: MOT Approval and MOT Enforcement:

Unfortunately, neither Luis Araya nor Steve Bridgett, who were scheduled to address MOT enforcement, was able to attend the meeting. However, R. Viola and D. Nabors did a terrific job covering MOT construction issues to the best of their knowledge. There was no formal presentation and no handouts. The format was Q&A, with BAC-PAC members and guests asking questions, and staff answering them. The discussion focused on two issues: rebalancing bike-ped access versus vehicular traffic, and ensuring that signage, including for detours and project schedules, is prominently displayed.

- Some general MOT (maintenance of traffic) principles are: impact all modes of transportation as minimally as possible; keep everyone safe; rebuild sidewalks and streets when project is complete; and some short-term and emergency closures may be unavoidable for things like utility work. Attendees warned that some emergency closures are in effect for months, which is not acceptable. First choice closure when possible is to close a parking lane; closing a travel lane can impede traffic flow too much (though sometimes a travel lane can be narrowed). Emergency vehicle access also requires that travel lanes be open. Whenever possible, sidewalks are kept open, but sometimes for safety, must be closed because of construction traffic across the sidewalk that cannot be routed elsewhere. Keeping bike lanes open, especially protected bike lanes, is also a priority, but it is not always possible because of MOT

constraints and/or safety concerns. Transit riders are another group that needs safe and convenient access for their commutes, as bus stops are often relocated during construction.

- Construction project MOTs have phases, depending upon the specific construction activity of the phase, e.g. different equipment, supplies, work schedule. Goal is to try to keep a safe, viable passageway open for all users. Members emphasized that “all users” includes the most vulnerable - the frail, elderly, and those with disabilities, who may need additional accommodations and assistance.
- Traditionally, the County’s project managers were responsible for MOT approval. MOT approval starts when the project design is about 60% complete.
- The BAC Vice Chair, who moved from Seattle, talked about the positive influence of Amazon on MOT protection for all users for construction in Seattle. Having the policy set from the top made bike-ped access during construction projects safe and a priority.
- Reporting problems: Currently citizens have 3 options: using C3, using Report a Problem (but there is no category for construction issues!), or contacting MOT enforcement. Meeting attendees wanted a system that is easy to use, while ensuring that problems will be fixed promptly. The project site should have the current phase MOT prominently posted and publicly accessible and with relevant project and County staff contact information and project schedule included. BAC-PACers also encouraged County staff to be alert to problems and to report them promptly, rather than relying on citizens.
- D. Nabors listed the standards that are the primary source for MOT approved plans - and “standard” traffic control paths - in Arlington: [Virginia Work Area Protection Manual](#); [VDOT Work Zone Pedestrian and Bicycle Guidance](#); and, of course, the [MUTCD](#). He further noted that because of the transportation complexities of many projects in Arlington, County staff modify and add to these guidelines as needed. The underlying guidelines for these modifications are not written guidelines per se, however. He also noted that developers must have MOT certification, so they should be following the guidelines. He also noted that the MOT addresses providing ADA accessible passageways so that everyone can reach their destination safely and that detours and pathways must be clearly marked. However, he mentioned that both construction worker turnover and insufficient County staff, especially for MOT enforcement, do cause problems. Additional MOT enforcement staff have been approved. Enforcement can include shutting down the project until it is MOT-compliant. The presenters did not have the data on how often sites are shut down, how effective this strategy is, and if other strategies are used.

The BAC Chair did a yeowoman’s job of summarizing the discussion:

- Keep bike-ped travel safe and convenient by all construction sites to increase bike-ped mobility. Inadequate MOT plans for bike-ped users will discourage walking and biking and may encourage more driving.
- Have top-level policy support to ensure a culture of safety: safe, comfortable, and convenient access by construction sites for cyclists and pedestrians of all abilities.
- Sidewalk closures should be rare; prioritize keeping protected bike lanes open; ensure that any necessary pedestrian and bike detours are safe, comfortable, and easy to follow.
- MOT guidelines should apply equally to County and private development projects.
- Emergency projects need better monitoring and management.
- Include temporary street lights and adjust traffic lights in construction zones to keep bike-peds safe and to give them priority through detours.
- Construction site signage should include publicly accessible current MOT phase details, project schedule, and relevant contact information for project staff and County staff.
- Detour signage needs to be located in advance of the closure, so that cyclists and pedestrians can change their route easily and comfortably follow the detour. Detour wayfinding signs need to provide clear, simple, and precise instructions, with maps as appropriate. Do not place signs where there is no alternative path, e.g. mid-block sidewalk, immediate closure of bike lane. If a temporary detour pathway is for shared use, clearly mark it for bike-peds and provide warning to both groups. Drivers also need posted warnings if cyclists will be sharing the travel lane during construction.
- Citizen reporting of enforcement issues needs to be easier and staff responses more timely. Add construction issues to Report a Problem (PAC has been asking for this for several years). Encourage County staff to report construction MOT non-compliance as well.

- Provide temporary fixes to emergency problems, such as potholes, by using paint, traffic cones, and other means.
- What are the gaps in the MOT program? How can citizens easily know when something is a MOT infraction or it's part of the MOT plan (e.g. closed sidewalk)?

MOTION: The BAC MOVED, seconded, and unanimously passed to have the Chair prepare a letter to the County manager that summarizes the BAC-PAC recommendations for improving bike-ped safety and access during construction.

PAC attendees could not vote formally without a quorum, but the consensus of PAC members present was to vote on co-signing a joint letter after reviewing the draft after the meeting.

The BAC Chair adjourned the joint meeting at 8:50 P.M. The PAC did not hold a separate business meeting in the remaining time because we had no quorum to conduct business. The next PAC meeting will be on Wednesday, November 13, in the usual Dogwood & Cherry Rooms. Watch for program details.