

Town of Vienna

Bicycle Advisory Committee

AGENDA

September 15, 2011

8:00pm

1. Adopt minutes of July BAC meeting.
2. Bike racks.
3. Bike routes.
4. Safety awareness.
5. BAC committee functioning going forward.
6. Next meeting. October 20th.
7. Close.

MINUTES

Attending:

Cris Janoski, Bob McCahill, Sean McCall.

1. Adopt minutes of July BAC meeting. Minutes were approved.
2. Bike racks. The new streamlined process for businesses to request and obtain bike racks was described:
 - a) Businesses use the new simple application form and submits to the BAC, along with their business's site plan.
 - b) BAC sends the completed form and site plan to Vienna's Planning office.
 - c) The Planning department reviews for completeness. If the business doesn't have a site plan, Planning may be able to provide. Planning determines if a "minor site plan modification" is required.
 - d) Planning sends a copy of the application to DPW (Michael Gallagher, P.E.), who looks at such things as easements, clearances, etc. using an established list of criteria. If the application satisfies criteria, DPW approves and sends notice to Planning.
 - e) Planning sends a letter approving the bike rack application and site plan to the BAC. A recent letter of approval from Planning's Mr. Hembree, dated 9/7/2011, to Cris Janoski was distributed.

Members discussed the possibility of obtaining cabinet space in Town Hall to file processed applications. A general discussion of specific potential bike rack locations followed. Cris met with the Giant Store manager, since the bicycle survey listed it as a particularly needed spot.

Giant bought racks but the shopping center landlord denied their use. A site plan change would be required, so Cris emailed the information and hopes to get the landlord on board. Another place identified as needing racks is the CVS, same landlord. Cris spoke well with Michaels Crafts store, and Outback Restaurant. The facilities maintenance manager will contact the landlord, so the BAC may be involved in a meeting with Giant and other store reps, the facilities maintenance manager, and the landlord.

Cris presented an email from the Portland, WA DOT about “bike corrals.” Portland has the highest number in the country, with 67. Bike corrals ensure adequate and secure bike parking and is embraced by business, residents, and the City government. A link was cited:

<http://portlandonline.com/transportation/index.cfm?c=34813&a=250076>

Brief answers in the email from Ms. Sarah Figliozzi of the City of Portland DOT to a few BAC questions:

What deciding factors were considered?

We look at current bike demand while also weighing in likelihood of growth (this is mostly related to type of business – bars, cafes, restaurants, and yoga studios tend to have higher demand in Portland).

What process did you go through?

All this information is available here:

<http://www.portlandonline.com/transportation/index.cfm?c=34813&a=250076>

Were there some code regulation revisions?

No code regulations were needed. The corrals are installed as temporary facilities that can be removed if the use changes or for example, if road maintenance is needed.

Were there businesses that oppose conversion of parking spaces to bike corrals?

I would recommend that any pilot projects start with acquiring high levels of business and neighborhood support to deal with any pushback on parking loss. Today though, corrals only require the approval of both the property owner and the immediately adjacent business owner.

If the bike corral is on-street, what factors do you consider before installation of corrals?

All ‘corrals’ are on-street. Major factors to consider are: are traffic volume and speed, pavement quality, manholes or other vaults that may need access below racks, and proximity to bus stops and turning buses.

It was agreed that Bob would review the Portland ideas, discuss with committee members Charlie Strunk and Bruce Wright, and then Mr. Hembree to set out distilled ideas on this and potential other zoning changes involving provision for bike racks, to be followed by presentation/discussion at a future Council work session.

3. Bike routes. Sean listed in order his thoughts on how to proceed:
 - a. ID why bike routes are important.
 - b. Look at TOV bike route maps and think if it makes sense, i.e. connecting residents to stores, parks, etc., and less so to Metrorail.
 - c. Send people out as testers to identify improvements for connections, e.g. Northside Park to Glyndon gravel portion.
 - d. Map out a game plan. Prepare a report for the spring, post-testing. Recommend 3 or 4 phases, with reasoning, \$\$\$ estimates, etc. An example: missing sidewalks is a "phase 3."
4. Safety Awareness. A safety event is envisioned. Helmet safety, health benefits of biking, etc. Need to recruit and move forward. More awareness, big or small, is needed. Could be a big event on Town Green, or small events/conferences. With a doctor, the Police, etc. talking Safety. One big springtime event, with smaller ones to follow, periodically. Cris agreed to work on this, develop a 'concept,' with objectives.
5. BAC committee functioning going forward. BAC attendance at most recent meetings has been low, making it difficult to plan and get things done. We need people, more the better, period. Those who do come forward should carry through on specific tasks that they enjoy and are good at. Perhaps the Town has ideas. We could use help, through an appeal to the TSC, to get more people involved. Sean will send Sharon Baum (TSC) an email asking her to solicit help for the BAC. We need at a minimum a couple of more people to help out. Also, pamphlets have been costly and developed by us, and we are all volunteers.
6. Next meeting. October 20th.
7. Close.