

Town of Vienna Bicycle Advisory Committee
Thursday, June 16, 2011, 8-9pm
Town Hall
AGENDA

- 1) May BAC meeting minutes approval.
- 2) Alta Planning + Design Presentation. Charlie Denney and Fionnuala Quinn. Topics may include: bike routes through Vienna and to the planned Tysons Metro stations, bike improvements and illustrative ideas and funding possibilities for Vienna, 'Complete Streets' designs and policies, an innovative NACTO urban bikeway design guide, and the Capital Bikeshare system.
- 3) Bike Parking in Town. Share developments since April and May meetings between BAC members and Vienna's Department of Planning & Zoning.
- 4) BAC Survey. Results to date, and going forward with providing results to the TSC/Town Council.
- 5) Update: Safe Routes to School Program. Cunningham Elementary School & Vienna Elementary School.
- 6) Next meeting (Thursday, July 21).
- 7) Close.

MINUTES

Attending:
Sharon Baum (TSC/BAC)
Andy Clarke
Charlie Denney, senior associate, Alta Planning + Design
Cris Janoski (BAC)
Bob McCahill (BAC)
Sean McCall (BAC)
Fionnuala Quinn, PE, Alta Planning + Design

The committee welcomed Andy Clarke, president of League of American Bicyclists, www.bikeleague.org

1) **May minutes approval**. Draft minutes were approved.

2) **Alta Planning + Design Presentation**.

Alta (www.altaplanning.com) specializes in planning and design for bikeways for bicyclists and pedestrians, for a more friendly travel experience. Alta's main office is in Portland, OR, and has a 60-person staff covering the east coast, in locations such as Durham, NC, Charlotte, NC, and Boston. A slide show, *Bicycle Friendly Design*, accompanied the evening's discussion, to get us thinking about what Vienna could do, to fuel ideas. Alta can help Vienna and other area groups move forward with plans as they develop.

Since the W&OD bike trail transects town, it is a great place to start to build/plan "key destinations" around. Others are the current Vienna Orange line METRO station and the future Tysons METRO rail stations two miles distant. Presently, Tysons Corner and the major roads leading to it are configured today more as barriers. There is connectivity within neighborhoods now, but not so adjoining neighborhoods throughout town.

The BAC was commended for efforts to make Vienna more bicycle friendly, and increasing the level of biking throughout town. The BAC should strive to help make the town a Silver Level bicycle friendly community through the League of American Bicyclists.

By definition, a *bikeway* is any facility that takes bikes. There is no one-size-fits-all, rather a mix is typical. Bikers prefer facilities they feel safe within, with separation from autos, like bike lanes. Many neighborhood streets are already good bikeways. There are 4 types of riders: hard core (1-2%), riders like us who prefer facilities (5-7%), those who would ride more but are unsure quite yet of really venturing (40-

50%), and those who will never ride bikes (30%). The key to addressing the concerns of the largest segment is to connect key destinations.

Bike boulevards are streets that provide key connections, featuring treatments added to give cyclists priority. West coast communities provide examples. You look at the street, assess what things can be done to give bikers priority, such as signs, lane markings, traffic calming measures, and arterial crossings, i.e. low cost ways to start to build a network. A BAC member commented that Tapawingo Rd. would be a great bike boulevard.

Bike lanes are a level above bike boulevards. An example is Old Courthouse Road. A dedicated space for cyclists in the roadway, with a minimum of 5 feet width, 6 feet preferable. Give people a feeling of separation. Fairly low cost, especially when tackled to coincide with road re-paving...restriping after re-paving. Arlington has 23 bike lanes, established in coordination with road repaving program. Examples are Williamsburg Blvd and Fairfax Blvd. Bike lane variations can be found in all design manuals.

Shared lane markings are symbols to encourage sharing of the road, often used on streets where there is not enough room for bike lanes, or less than the preferred 5 foot width. An example is Church Street. Their use is approved in the 2010 version of the Manual for Uniform Traffic Control Devices (MUTCD), which is widely accepted, currently used in Alexandria and being accepted by VDOT. The symbol may feature a rider on bike 6' elongated and 40" wide behind a 40" wide chevron. It sends a message to expect bicyclists. Better for bikes to be on the road. Encourages rider to move away from car doors opening. For an example, see N Quincy St. in front of Arlington Library.

Shared Use Paths are separated facilities, 10-14 feet wide, and usually hard surfaced. A higher level of separation, like the W&OD Trail, for use by pedestrians, cyclists, skaters, etc. Shorter trails can connect to it. The idea is to promote a network or system with these as the backbone.

Parking is a crucial infrastructure. Types of rack is important. A particularly popular one is the inverted U. Covered parking is even better in some situations, a nice amenity. A detailed schematic of engineering specs showing the U's features was shown, along with photos of sheltered parking. Arlington has a couple, including parking for bikes under I-66 at the East Falls Church METRO station (the need was seen, so newspaper boxes were moved to provide space for bike parking). When new buildings go up, covered parking could be addressed and nicely be part of the allotted area.

Programs benefiting the town could include those for education, and bike sharing. Consider long term (for example, inside buildings for employees) and short term parking provision. Consider biking classes by Fairfax Advocates for Better Biking (FABB), for riding in an urban environment. Consider bike rodeo programs. Consider the Capital BikeShare system (brochure provided, www.capitalbikeshare.com). CB has been successful in Washington and Arlington, and any member of the Washington area Council of Governments (COG) can join if they choose. Rockville is considering joining, and providing 20 bike stations at a cost of \$1.9 million, where the county and Rockville put up \$600k (federal programs usually require at least 25% local contribution).

Innovation is the key to successful planning. The National Association of City Transportation Officials (NACTO) funded a guide that looks at innovative state of the art solutions. The Urban Bikeway Design Guide, <http://nacto.org/cities-for-cycling/design-guide/>. Web based, and demonstrates 20-25 types of bikeways, complying with official standards. Four NACTO examples were shown, including 'buffered' bike lanes, colored bike lanes with cycle tracks and bollards, etc. Explore the NACTO web site! It features an online guide and slide show, clickable, which carries you to information you can pursue, such as "Complete Streets," an overarching concept of street design accommodating all modes of transportation and emphasizes reduced vehicle speeds while maintaining capacity.

Looking to the Future, some suggestions...

-Apply for the Bicycle Friendly Community Program (BFCP). Work with staff. Get information to politicians. Strive for the Silver designation with the League of American Bicyclists.

-Produce a Town of Vienna Bicycle Master Plan. To include mapped routes and priorities. Obtaining funding is it easier when a master plan is in place. -Adopt a Complete Streets Policy.

-Explore funding sources. All types. State, federal, private. A recent example is the recent provision of the blue bike racks.

The BAC thanked Charlie and Fionnuala for an excellent presentation. It will be a challenge, considering Vienna's narrow streets. Currently, designating bike routes is where the town is headed. Fionnuala noted how inexpensive local calming improvements can provide a big payback...the Soapstone Rd area of Lawyers Road in Reston a perfect example, where low cost bike lane painting led to an 80% decrease in crash incidences. The BAC notes that going forward, TSC and Council will place great emphasis on the "shared" aspect of any designs.

3) **Bike Parking in Town**. Bob, Cris, Sean, and Sharon described two recent meetings with Zoning director Greg Hembree and staff. A streamlined application for bike racks for business to follow is our hope. Cris agreed to be the BAC point person and meet with town attorney Briglea to discuss how to proceed. This effort will involve the Board of Architectural Review, Planning and Zoning, and Council. Stay tuned.

It was noted that at their grand opening, Panera Bread at the Vienna Shopping Center (Rappaport management) on Maple Avenue expressed interest in obtaining bike racks. The BAC will check out the possibilities, considering the present parking configuration in that store complex. A site plan and Planning and Zoning approval will be involved. It was noted that Arlington's standard is that bike parking must be within 50 feet of the store front, for convenience and to lessen the chance for theft. It must be as convenient as it is for cars.

4) **BAC Survey**. Cris discussed results to date, covering about 160 survey submissions. The idea is to complete tabulating the rest of the survey submissions once the survey closes June 30th, and get the results to the Transportation Safety Commission for approval for forwarding to Council. Sharon agreed to bring this up at the next TSC meeting and get a sense if this is how the TSC wants to proceed.

5) **Update: Safe Routes to School Program**. Cunningham Elementary School & Vienna Elementary School. Sean reported that both plans were approved by Town Council on May 23. One sidewalk per school, Plans were submitted to Virginia DOT June 3, and grants are projected to be awarded by November.

6) Next meeting (Thursday, July 21).

7) Close.