

**2022.7.11 BPAC Minutes**  
**Bicycle and Pedestrian Advisory Committee**  
**Virtual meeting**

**Attendees:**

**BPAC Members:** Eldon Boes, David Bouk, Zack DesJardins, Jim Durham, Casey Kane, Josephine Liu, Ken Notis, Mary-Jane Roth, Noah Sepsenwol

**Past Members/Guests:** Gary Carter, Nicholas DeSante

**City staff:** Kirk McPike (City Council), Karl Bach (City Council), Alex Carroll (T&ES)

Meeting called to order – Ken Notis at 6:30 pm

**Guest speaker: Kirk McPike**

- City Council has approved a lot of work related to transit and traffic safety
- City Council recently approved the conceptual development district for the north Old Town power plant
  - Lots of important traffic and transit features
  - Connect Slaters Ln to Fairfax, Royal St and street grid, bus stops will connect to the space
  - A woonerf roadway (pedestrian-oriented street) will be a feature
- New FY23 budget came into effect July 1
  - Funding for T&ES for another Complete Streets/Vision Zero engineer was passed unanimously into the budget. The add/delete was authored by Sarah Bagley and co-sponsored by Kirk McPike, Alyia Gaskins, John Chapman and Canek Aguirre
- Kirk went car-free for a month and bought an e-bicycle during that time. He used the bike lanes along Seminary Rd several times over the past couple of weeks.
- Casey Kane question: what have been the challenges you have faced getting around the city using your e-bike? Kirk said that there were mostly geographic challenges as much easier to go east instead of west and the hills too are very difficult. He has taken to going up Braddock Rd instead. Holmes Run Trail bridge closures have made it difficult to go west.
  - Some places in our bike lane network Eisenhower Ave, connecting from one side to another, is unpleasant
  - South Old Town, the preferred bike path through Carlyle is a little confusing
  - Was honked at in front of Charles Houston Rec Center
- Casey Kane the city is beginning an effort to look at electric charging stations for electric cars. Why not look at charging for electric bikes too?
  -

- Jim Durham asked about implementing 25 mph speed limits citywide
  - Kirk noted that he could bring to his colleagues and the city manager. He noted that people want to drive faster by cutting through, not so much locally.
- Noah
  - Does not own a car and rides a Gazelle e-bike
  - Uses Metro or e-bike depending on weather
  - But sometimes has to go other places, he will still drive
  - Definitely been taking Dash and grocery store over in Bradlee
- Zack said that one of the largest challenges in our city has is every time we do a bicycle or pedestrian project, we ask the public whether the project should exist, even including a no-build option. Councilmember Gaskins characterized the approach as “mother may I”. And when that question is asked on every single project, people will push back as they did with Seminary Rd and it gums things up.
- But other cities, Cambridge, MA and Washington, DC, elected officials have voted to require protected bike lanes whenever a street is repaved or rebuilt by a developer. Do what the plan says.
- Duke St in Motion is taking an approach similar to Cambridge and Washington, DC
- My question, what do you think of this approach? Do you think it would work in Alexandria?
  - Kirk thought it was an interesting idea and want to see what his council colleagues thought about it. He do not know all of the tools available but said that we need a comprehensive bike path network. If we define that as a goal, and then give staff the ability to build it with modifications, without having to go to the Council.
  - Have bike lanes now but no protected bike lanes, he thought we should be able to do upgrades.
- Ken Notis
  - From your point of view, what can a broader pro-safe street policy do to advance projects and maintain civil discourse? How do we pull together and sell the benefits?
  - Kirk said that we should always encourage folks to engage on public hearings. And always try to speak and remind folks that bike and pedestrian infrastructure is important.
  - Kirk hoped that in the fall, the \$1.5 million contingency funds will be allocated to help achieve our 2030 carbon goals. He suggested advocating for the climate benefits of biking and walking to make it part of that discourse

- Kirk also thought that part of bringing the temperature down is, having more conversations with the community such as the one planned at Charles Houston Rec Center. He suggested asking some questions about pedestrian safety and bicycle infrastructure and that Karl is the point person for the event.
- Kirk hoped to continue to hold public forums like that.
- You can submit comments and questions to city council members online at: <https://alex311.alexandriava.gov/customer/request/CTYCNCL/details>
- Details for the city council community conversation tomorrow at 7pm can be found here: <https://apps.alexandriava.gov/Calendar/Detail.aspx?si=45549>
- RSVP at: [karl.bach@alexandriava.gov](mailto:karl.bach@alexandriava.gov)

### **Guest speaker: Alex Carroll**

- Alex presented the city's Complete Streets Work Five-Year Plan
  - Plan should set expectations about what staff could accomplish
  - Wanted to demonstrate continuous projects
  - Want to be geographically equitable
- Staff spend a lot of time on grant applications
- Newest project is Duke St/Route 1 Safety audits, recently received new funding
- Safe Routes to Schools Phase II recently received funding
- Will readjust the work plan every year
- Mount Vernon Ave North
  - Have you taken a hard look at repaving a little early so that you can add bike lanes and improve mid block crosswalks at the same time you do the other work? Staff had not but will check.
- In response to a question asked about being a formal approval process, Alex said that:
  - this is more a technical staff work plan, similar to annual Vision Zero
  - Email [alexandria.Carroll@alexandrava.gov](mailto:alexandria.Carroll@alexandrava.gov)
  - Consolidated BPAC comments welcome
- Will this change the project by project input?
  - At this point, each project will require project specific community engagement, done it for a while now, community engagement may be somewhat limited
  - Project by project basis
- How will the work plan contribute to a connected network?

- Yes, in selecting projects, considered equity etc
- Could the city pilot a beginner friendly routes?
  - Share specific project requests with Alex
- Does the plan specify what an enhanced bicycle facility?
  - Bike lanes at minimum, protected bike lanes will be possible
  - Not really in a position to say what will and what won't be
- Does the city have a standard bike treatment?
  - Yes, staff have committed to FHWA's Bikeway Selection Guide
- What criteria led to Holland and Second St? Is there a mileage target?
  - Looked at paving schedule, what is feasible
  - AMP provides a proposed bicycle network
- What needs to happen with west end to get 15 mph school zones?
  - FY23 Vision Zero includes task to reduce speed limits and examine city-wide policy
- Is there a mileage target for sidewalks?
  - no but locations identified in the AMP
- Constrained by money or staff time?
  - Both
- Can you confirm the plan includes the FTE?
  - Yes
- Jim Durham
  - Can you summarize what some of the key changes from the fall 2021 draft work plan and today's version?
  - Alex said that much of the plan is the same, big change is the what it is organized, running wish list of projects but had to bind it approved CIP. The fall 2021 version did not consider funding.
  - Equity is one of your considerations, what is the plan would you point to equity as a driver? How does T&ES use equity as a decision-maker?
  - Alex said that there was no specific project that equity brought to the top but that Eisenhower Ave and S Pickett St are good examples of west end projects .
- Casey Kane
  - Seems like there are lots of easy way finding projects, but little to no indication any are planned. but Fairfax has been adding more wayfinding.
  - Safe Routes to School, completed off half of the projects identified, last

half are generally the harder projects

- Zack DesJardins
  - Greatly appreciate the work done on this plan
  - Liked that Eisenhower Ave is included
  - But it is still not getting that cross-town connectivity
    - Mill Rd has a great new side path but does not connect to anything
    - Jamieson Ave on repaving list, has bike lanes, converting them into protected bike lanes or cycletrack should not a heavy lift
- Jim Durham
  - Implementation on automated speed enforcement
  - Community buy-in, take as long as you need to get community buy-in
  - Spoken to NAACP, don't trust anything the city does, especially with involving the police, being very interested in diving into the data
  - What is your plan to ensure we have community buy-in?
    - Alex said that context is important, in many situations it can controversial
    - Less controversy in school zones, there tends to be much broad support, risk is less than general speed cameras citywide
    - City of Fairfax and Arlington County are moving forward at the same time
    - Based on existing speeds, traffic volumes, etc
    - Most of the program parameters are set by the state
  - Metroway did not include bicycle parking
    - Will you as the Complete Streets program manager ensure the Duke St transit way will have bike parking?
      - Both the Complete Streets and Mobility Services will be looking at it
  - Noah, for sharrows, does that constitute an enhanced bicycle facility?
    - No, enhanced bicycle facilities are at minimum bike lanes
    - Sharrows typically reserved for streets with lower speeds
    - Sharrows are in the AMP
  - David Book
    - Sharrows from Mount Vernon Ave and Glebe?
      - They are in plan

- Casey Kane asked another question about sharrows.
  - Alex said they installed enhanced sharrows on Prince St
  - For sharrows projects, staff use the regular sharrow makings as the enhanced sharrow was no longer recommended. Staff would have to look to see the latest priority sharrow guidance
- Ken Notis
  - In terms of where staff can put their resources, let the paving schedule drive their work but at the same time, creates a lot of chaos
  - is there a way to make sure the other departments don't pave earlier than planned?
    - it will be communicated
  - Most of the projects are less controversial in nature

### **BPAC Business items**

- Upcoming walks and rides
  - 50 people on the presidential history ride
  - Women's equity ride, August 27, longer ride than usual
- Bike rodeos
  - Saturday July 16 at 10 AM at Cameron Place
  - Bring some friends and family to volunteer
- Chairman's topics – Ken Notis:
  - Membership and Dues
- Treasurer's report: \$15,377.16 balance
- Secretary's report and minutes – Zack DesJardins
  - June's minuted approved
- Transportation Commission
  - Five-Year Complete Streets Plan
  - I-495 Express Lanes
    - Current planning is to stay within confines of soundwalls
    - City is engaged with VDOT about the impacts of the project on the city
- Traffic & Parking Board
  - Duke St in Motion
    - Reviewed the 2012 plan and made comments on those

plans in the context of what we liked and did not like

- General comments the proposed design in 2012 for unprotected bike lanes would not work in 2022
- Reducing the lanes to provide better infrastructure for sidewalks and bike lanes
- Reducing the speed limit should be a key element
- Make sure an option includes dedicated lanes throughout
- Some discussion can't cyclists can't take parallel routes, general consensus that continuous, safe walking and bicycle access along Duke Street is important

## **Public Comment**