JULY 29, 2020

MODERATOR: KATY LANG, ACTIVE TRANSPORTATION, ARLINGTON COUNTY COMMUTER SERVICES

PANELISTS: DAN NABORS, ARLINGTON DES AND GILLIAN BURGESS, CHAIR OF ARLINGTON BICYCLE ADVISORY COMMITTEE
Agenda

- Housekeeping and Introductions
- Panelist Presentations
  - Dan Nabors
  - Gillian Burgess
- Audience Q&A
- Closing Remarks
Housekeeping

- Please enter questions into the Q&A box, select “To All Panelists”
- Today’s presentation will be available on the George Mason transportation site at [http://transportation.gmu.edu](http://transportation.gmu.edu)
- Tweet along with the Coalition for Smarter Growth: @BetterDCRegion #ActiveNova
- Call in Info: 415-655-0003
  - Access code: 610 806 615#
Today’s Panelists

Dan Nabors
Design Team Supervisor,
Arlington County Department of Environmental Services

Gillian Burgess
Arlington’s Bicycle Advisory Committee Chair
Before we start...
Poll 1 (Multiple Selection)

Thinking about this year, what infrastructure have you used?

- Protected bike lane
- Unprotected (regular) bike lane
- Trail
- Rectangular Rapid Flash Beacon (RRFB)
- Sidewalk that felt too narrow
Planning for All

Bicycle Element of the Master Transportation Plan
Trail Modernization Program
Ebikes
Racial Equity

III. Arlington’s Vision for Bicycling

Bicycling is an integral part of Arlington’s equitable, multi-modal transportation system and provides safe, reliable, convenient and comfortable travel for persons of all ages and abilities.
Designing for All

Design implementation that works for everyone

Iterative improvements through infrastructure to achieve active transportation goals
Case Studies: Veitch St and N Quincy St Protected Bike Lanes
Case Study: Veitch Street Protected Bike Lane

N Veitch St North of Wilson Blvd

Reference: Arlington County
Case Study: Veitch Street Protected Bike Lane

During Peak Hours
Curbside Space used as "Right Turn Pocket"

During Off-Peak Hours
Curbside Space used as Parking Spaces

N Veitch St Curbside Management
Case Study: Veitch Street Protected Bike Lane

N Veitch St from Key Blvd to Wilson Blvd
Lee Hwy and N Quincy St Intersection
Case Study: N Quincy Street Protected Bike Lane

N Quincy St at Mosaic Park
Case Study: N Quincy Street Protected Bike Lane

N Quincy St at Mosaic Park

Reference: Arlington County
Case Study: N Quincy Street Protected Bike Lane

BEFORE
Pedestrian Crossing Tactical Improvements

Reference: Arlington County

AFTER
Pedestrian Crossing Permanent Improvements

Reference: Arlington County
Case Study: RRFBs
What are Rectangular Rapid Flashing Beacons (RRFBs)?
Where are they located?

- 10 RRFBs
- 100 lane-miles of mixed-use trails
- 1000 lane-miles of urban county-maintained roadway
N Quincy and 15th St N RRFB

Reference: Arlington County
S Arlington Mill Drive RRFB
Columbia Pike and S Oakland St
RRFBs

Driver Yield Rate Comparison:
- Without RRFB: 0%
- With RRFB: 35%

Driver Speed Comparison:
- No RRFB: 40 MPH
- RRFB Flashing: 30 MPH

Washington Blvd & Utah Street
Poll 2 (Multiple Selection)

Did you ever walk or bike to school?

◦ Yes, in elementary school
◦ Yes, in middle school
◦ Yes, in high school
◦ No, because I lived too far to walk or bike (5+ miles)
◦ No, for other reason
What’s Next: Schools

Arlington Public Schools – making strides towards improved transportation policies

Staff committee (“Joint Committee on Transportation Choices”) and public committee (“Advisory Committee on Transportation Choices”)

Transportation Demand Management
- Staff: Champions Program through Arlington Transportation Partners
- Students: Safe Routes to School
- COVID: Internal staff working groups on parent drop off and active transportation
What’s Next: Vision Zero

Reducing crashes
Reducing risk
Changing the way we think about travel
Audience Q&A

- We will select questions from the Q&A box

- When posting a question, please select “To All Panelists”
Active Transportation Webinar Series

- SPRING 2021: ACTIVE TRANSPORTATION SUMMIT

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