

## **Arlington County Bicycle Advisory Committee – Virtual Meeting**

Monday, July 11, 2022, 7:00 - 9:00 PM, TEAMS platform

### **7:00 - 7:15pm: Welcome from the Chair and Introductions**

Introductory Question: Close calls with wildlife: What wild animals have you hit or otherwise come in close contact with while riding your bicycle? [You may take the 5<sup>th</sup> if you prefer.]

### **7:15 – 7:45pm: Floating Bus Stop Standards**

Paul Mounier, Planner Transit/DES

Summary: Arlington County's Transit Bureau is updating the guidelines for floating bus stops. Following their presentation at the February 2022 BAC meeting, staff revised the standards. They would like to get BAC's final comments before approving and adding the guidelines to Arlington's Bus stop Guidelines and Standards Manual.

### **7:45 – 8:10pm: S. George Mason Drive Multimodal Transportation Study**

Leah Gerber, Transportation Planner/DES

Summary: [The S. George Mason Drive Multimodal Transportation Study](#) is in Phase 2 and focusing on corridor-wide cross section alternatives. Public engagement for Phase 2 will begin July 18, 2022 with a virtual meeting and an online feedback form, followed by an in-person Community Workshop July 20, 2022. This time will be spent discussing what we heard during the first round of engagement and next steps.

### **8:10 – 8:30pm: Long Bridge Project**

Leah Gerber, Transportation Planner/DES

All attendees

Summary: The Virginia Passenger Rail Authority (VPRA) is working on [the Long Bridge Project](#) that will include a bicycle/pedestrian bridge. Leah will present project details and the County's role in the project within Arlington, then open discussion to the most recent public engagement.

### **8:30 – 8:50pm: New DC Vehicle Regulation Framework**

Cynthia Palmer, BAC Chair

All attendees

Summary: Discussion of new DC initiative regarding the city's vehicle regulation framework. Might Arlington do the same?

- "Washington, D.C. recently showed admirable initiative, adopting a novel vehicle registration fee schedule that charges owners of SUVs and trucks weighing over 7,000 lbs (or 6,000 lbs for an electric vehicle) \$500 a year, compared to just \$72 for a modest sedan. It's a nudge – almost a shove -- pushing residents away from buying oversized vehicles that present elevated risk to those walking and biking."
- Find more information [here](#).

Under 3,500 pounds: \$72/year  
3,500 to 5,000 pounds: \$175  
5,000 to 6,000 pounds: \$250  
Over 6,000 pounds: \$500  
Electric vehicles get a 1,000 pound credit.

**8:50 – 9:00pm: Additional Items/Updates**

All attendees

Summary: Discussion of BAC membership and participation, as well as upcoming engagement opportunities, events, etc.