



**Fredericksburg Area Metropolitan Planning Organization
Bicycle & Pedestrian Advisory Committee (BPAC) Minutes
Meeting #2 – 09/28/17**

Committee Members Present:

Mr. Erik Nelson, City of Fredericksburg
Mr. Craig Pennington, Caroline County
Mr. Jacob Pastwik, Spotsylvania County
Mr. Joey Hess, Stafford County
Ms. Caren Walker, Fredericksburg Triathlon Club
Mr. Jim Lynch, Potomac Heritage Trail Association
Mr. Stan Huie, SGI – Spotsylvania

Others In Attendance:

Mr. David Lovegrove, Fredericksburg Area Runners Club
Mr. Samuel Hayes, Moffatt & Nichol

Committee Members Absent:

Mr. Rob Maple, Fredericksburg Trails Alliance
Mr. Dave Jones, Friends of Dahlgren Railroad Heritage Trail
MR. Carter Tatum, King George County
Ms. Kirsten Talken-Spaulding, National Park Service
Mr. Jacob Herrman, VDOT

Staff:

Mr. Nick Quint, FAMPO
Ms. Marti Donley, FAMPO
Ms. Kari Barber, FAMPO
Ms. JoAnna Roberson, GWRC

CALL TO ORDER

Mr. Quint called the BPAC meeting to order at 6:05 p.m.

APPROVAL OF AGENDA

Upon motion by Mr. Pennington and seconded by Mr. Pastwik, with all concurring, the BPAC agenda for September 28th was accepted as submitted.

APPROVAL OF BPAC MEETING MINUTES OF AUGUST 31, 2017

Mr. Lynch stated discussion and action in regard to the Harry Nice Memorial Bridge project in King George County was addressed; however, it was not included within the minutes. Mr. Quint concurred that the item was discussed and that the minutes would be updated to reflect the edit. Mr. Quint stated the discussion centered on the scope of repairs planned for the bridge. The original improvements included widening from two to four lanes, adding shoulders and a shared-use path. The latest design has narrower shoulders and a narrower shared-use path. Mr. Quint advised that there was no action needed from BPAC; however, both FAMPO/GWRC have submitted letters to the governors of Maryland and Virginia expressing the request to have the project implemented as initially planned and stating opposition to the revisions. Mr. Quint stated that the letters of opposition were in response to a request from the King George County Board of Supervisors, who also submitted letters to the governors expressing their opposition.

The other amendments needed to the minutes were grammatical in nature and not in content matter and will be updated after the conclusion of tonight's meeting.

Upon motion by Mr. Nelson and seconded by Mr. Hess, with all concurring, the minutes from the August 31st meeting were adopted with revisions noted to be made accordingly.

BICYCLE AND PEDESTRIAN FACILITY TYPES

Mr. Quint advised that choosing bicycle facility types is dependent on multiple factors including the following: targeted user groups, corridor conditions in all areas (urban, suburban, & rural), and facility costs.

Mr. Quint explained several additions to the list of bicycle and pedestrian facilities. The first was separated bike lanes. Mr. Quint stated that a separated bike lane is a bicycle-only facility that is located within or adjacent to a roadway but is physically separated from motor vehicle traffic with a vertical element (bollards, planters, curb, etc.). Separated bike lanes are designated from standard and buffered lanes by the vertical element which helps make them a less stressful facility when compared to the previous two. The separated bike lanes enhance safety for all road users and encourage more cyclists to utilize them.

Mr. Quint stated that separated bike lanes can operate as one-way or two-way facilities. The design can integrate with turning automobile traffic at intersections or they can be completed separated. They can be designed at the roadway grade, at the sidewalk grade or at an intermediate grade.

Mr. Quint advised that the bike boulevard is another facility improvement that is new since the last regional bicycle and pedestrian plan. Mr. Quint stated that a bike boulevard is a segment of streets that has been modified to accommodate through bicycle traffic and minimize motor vehicle traffic. Things such as signage, shared-lane markings, partial or full street closures, mini traffic circles, etc. are examples of improvements that could be utilized for designation of a bike boulevard.

Mr. Quint advised that another new type of facility is advisory bike lanes. This facility defines a preferred space for bicyclist and motorists to both operate safely on narrow streets that would otherwise be a shared roadway environment. The shoulder is delineated by pavement markings and optional pavement colors. Roads with advisory lanes will accommodate low to moderate volumes of two-way motor vehicle traffic and provide a designated space for bicyclists with little or no widening on the paved roadway. Motorists are allowed to only enter the shoulder when no cyclists are present and must overtake these users with caution due to potential oncoming traffic. Advisory bike lanes can open up more roadways for comfortable bicycle travel, especially in rural areas. Mr. Quint stated that advisory bike lanes are a new concept in the United States, but they do exist in Alexandria.

Another newly added item is median islands. This is a specific type of crossing island that is in the median of a road, providing pedestrians a place of refuge when crossing a street. Mr. Quint stated that median islands need to be at least six feet wide.

Mr. Quint advised that pedestrian hybrid beacons (PHB) are pedestrian-activated devices used to warn and control traffic at marked crosswalks. This type of improvement has been around for some time. Rectangular Rapid Flash Beacons (RRFB) are a newer concept that are also installed at midblock road crossings. These devices provide an irregular flash that has been shown to be better at getting the attention of motor vehicle drivers.

The BPAC committee members made the following comments, recommendations, etc. at tonight's meeting:

Mr. Nelson asked if regionally there are consistencies in marking facilities, signage, etc. on roads in the area. Mr. Hess stated that the designations are mandated by VDOT terminology. Mr. Huie asked what the law is regarding markings at crosswalks, as a youth was recently killed in Spotsylvania at a crosswalk. Mr. Hess stated that crosswalks are designated by speed limits – on lower-speed roads usually pedestrians need to yield

to traffic. Mr. Huie stated that in Spotsylvania County there are very few marked intersections.

Mr. Nelson stated that implementing bike boulevards in neighborhoods could be a good selling point for developers and attracting new residents to an area.

Mr. Huie stated that he thought educating all users (including drivers) is an important component in any bicycle/pedestrian improvement.

Ms. Walker stated that as a general rule, motorists think they always have the right-of-way. Regarding the crossing of the VCR Trail at Route 1, Ms. Walker stated that sometimes pedestrians have to wait 10 minutes or longer for the crossing signal to change. Mr. Nelson stated this was a selling point to the City in implementing the trail, and the traffic lights are synchronized. Mr. Nelson stated this is a very congested roadway, and it was the ultimate selling point for pedestrian bridges at both Route 3 and Route 1.

BICYCLE AND PEDESTRIAN NEEDS DEVELOPMENT

The BPAC members reviewed maps for each of the FAMPO jurisdictions and provided feedback on where potential bicycle and pedestrian needs exist. The committee members were asked to send additional comments/recommendations to Mr. Quint.

NEXT STEPS

Mr. Quint advised that the third BPAC meeting will be scheduled for early November. Once the date has been finalized, an email will be sent to all BPAC committee members.

ADJOURN

The FAMPO BPAC meeting from September 28, 2017 was adjourned at 8:30 p.m.