



## MEMORANDUM OF MEETING

**DATE:** March 5, 2008

**MEETING DATE:** February 14, 2008

**PLACE:** Arlington Department of Human Services Building  
3099 Wilson Avenue  
Arlington, VA

**TIME:** 2:00-4:00 PM

**SUBJECT:** 14th Street Bridge Corridor EIS  
Bicycle and Pedestrian Workshop  
KCI Job Order No. 01- 02046-H

### ATTENDEES:

Tamara Ashby	Arlington County Department of Transportation
Dantre Biggs	Kimley-Horn and Associates
Mark Cheskey	KCI Technologies, Inc.
Charlie Denney	Alta Planning and Design
Cindy Engelhart	Northern Virginia, Virginia Department of Transportation
Deborah Feldman	National Park Service, George Washington Memorial Parkway
David Goodman	Arlington Bicycle and Pedestrian Manager
Mike Goodno	Washington, D.C. Department of Transportation
Peter Harnik	Arlington Pedestrian Advisory Committee
Liam Healy	Washington, D.C., Bicycle Advisory Committee
Angela Jones	KCI Technologies, Inc.
Ellen Jones	Washington, D.C. Bicycle Advisory Committee
Erin Murphy	Kimley-Horn and Associates
Tom Plaskowitz	KCI Technologies, Inc.
Darrell Sacks	KCI Technologies, Inc.
Jackie Seneschal	KCI Technologies, Inc.
Paul Sgambatti	Kimley-Horn and Associates
Garth Shull	National Park Service, George Washington Memorial Parkway
Kevin Stalica	Arlington County
Jack Van Dop	FHWA-Eastern Federal Lands Highway Division
Alexa Viets	National Park Service, National Mall
Ritch Viola	Arlington County Department of Transportation
Georgeann Smale	National Park Service, George Washington Memorial Parkway

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The purpose of this meeting was to gather input from stakeholders on:

- Current bicycle/pedestrian issues to be addressed in the EIS
- Condition of existing bike/pedestrian systems in the study area
- Future bicycle and pedestrian plans under study
- Recommendations for proposed bicycle/pedestrian improvements

### **Introductory**

Jack Van Dop, FHWA-EFLHD, opened the meeting at 2:15 by introducing himself as the Project Manager. He explained the role of the project steering committee and noted that two public informational meetings had been held both in Washington D.C. and in Arlington County. Mark Cheskey, KCI discussed the progression of the EIS to date. Through many team meetings and utilizing input from the community, alternatives were developed. Most of the build alternatives are compatible with bicycle and pedestrian options.

Angela Jones explained the bicycle/pedestrian elements of the Existing Conditions Report and noted that lack of connectivity was the issue most expressed at the public meetings. The map on display at the front of the room included specific bicycle and pedestrian problem areas identified throughout the planning process. Using multiple sources, the map also presents official and unofficial bicycle routes/lanes/trails in the study area. Some previously identified problem areas are:

- Waterfront to Case Bridge
- Washington Monument to Thomas Jefferson Memorial
- Humpback Bridge

Jack Van Dop noted that the new Humpback Bridge, currently under construction, will be compatible for both bicycle and pedestrian use. The Mount Vernon spur trail from the south side of the bridge could be extended to North Tract Park. The bridge construction will be complete in approximately two years because four lanes of traffic must be open during peak periods.

### **Roundtable Workshop Discussion**

Mark Cheskey reviewed that the Purpose and Need of the EIS which is to reduce congestion, improve safety, and enhance traffic operations. He explained that the focus of this meeting was the identification bicycle and pedestrian alternatives for commuter travel, paying less attention to recreational use.

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Jacquelyn Seneschal invited participants to examine the project area display map to see what might be missing.

### Suggestions included:

- Connections to Pentagon: Mason Bridge to Pentagon, Humpback Bridge to Pentagon
- Arlington County is planning a bicycle esplanade in North Tract Park along the railroad tracks and the waterfowl sanctuary
- Mount Vernon Trail connections: from North Tract to Pentagon and across George Washington Memorial Parkway Arland Williams South side connection
- DC side: L'Enfant Plaza twists/turns
- East Basin Drive linkage
- New Bridge to Columbia Island
- There may be Federal money to study a trail around the Pentagon west parking area
- Bike lanes Army/Navy Drive
- Link Case bridge to Outlet Bridge
- Extend path from North Tract to Pentagon
- I-395 ramp to Boundary Channel Drive

Georgeann Smale (NPS) noted that an informal bicyclist "traffic count" taken in the dark early one morning on Mount Vernon Trail at 14<sup>th</sup> Street resulted in "pretty decent count". At this time, Georgeann does not have an analysis of their counts. (It was later suggested that a possible contact for this analysis is Cindy Englehart of Northern Virginia, Virginia Department of Transportation.) Deborah Feldman stated that commuter use of the Mount Vernon Trail is at least five percent of total recreational use. Jack Van Dop noted that the Alexanders Point Bridge construction could be initiated as soon as six months after completion of the Humpback Bridge.

Jackie announced that there were maps of the project area on each table. Participants would discuss what they felt to be the primary problems. Each group would develop potential solutions on their map and in a written list to be presented to all of the workshop participants.

### **Small Group Recommendations**

#### Group 1

- Need connection from south of Humpback Bridge trail under Old Jefferson Davis Highway and into North Tract-It may also connect to Pentagon
- Connect North Tract Esplanade across George Washington Memorial Parkway to Mount Vernon Trail
- Improve bicycle pedestrian experience (safety & signing) on Joyce Street under I -395 (thereby connecting Pentagon City to Columbia Pike)-interaction w/ Columbia Pike Streetcar project
- Connection from Army-Navy Drive under/through Country Club Tunnel of I-395 into adjacent neighborhood

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- Improve walking environment: to and from South in the District

Group 2

- Add bicycle/pedestrian facility to downstream (south) side of Williams bridge; connect to trail crossing Case Bridge; link to Maine Avenue. Upgrade trail from Case Bridge to L'Enfant promenade and Banneker Park
- Connect sidewalk on west side of East Basin Drive to widened sidewalk/trail on east side of East Basin Drive; link to Maine Avenue sidewalk and roadway
- Update bicycle and pedestrian facilities along Inlet Bridge and trails along tidal basin where bicycle and pedestrian traffic mix
- Enhance trail link from Humpback Bridge to Boundary Drive (NB)
- Establish new trail from Humpback Bridge to Boundary Drive SB and link in to Old Jefferson Davis Highway bicycle lanes
- Connect North Tract Esplanade across George Washington Memorial Parkway to Mount Vernon Trail

Group 3

- Route linkages through Arlington County's Long Bridge (North Tract) development
- Completion of proposed routes from Pentagon to Mount Vernon Trail
- Federal funding to study bicycle pedestrian access to Pentagon
- Difficult bicycle access on Outlet Bridge
- Arlington County proposed bicycle lanes on Army-Navy Drive

Group 4

- Narrow sidewalks on the Outlet Bridge; can the connection on the Case Bridge be enhanced as an alternative to access downtown DC?
- Provide trail connections to Humpback Bridge and Pentagon from North Tract Park. Show future connection from Gravelly Point to North Tract
- North Tract concerned about encroachment onto the developing park
- Improve I-395 ramp termini with Boundary Channel Drive and Old Jefferson Davis Highway. A request for a modern roundabout was submitted to VDOT in July 2006.

Group 5

- Relieve Mount Vernon Trail congestion
- Crossing Pentagon Boundary
- Consistent signing
- Add pedestrian/Bike crossing over Potomac (maybe south of Rochambeau Bridge)

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**Top Ten Problems Conveyed at Workshop**

- 1) No interconnectivity exists between the Mount Vernon Trail, Pentagon, and North Tract Esplanade
- 2) Improve bicycle pedestrian experience (safety & signing) on Joyce Street under I-395 (thereby connecting Pentagon City to Columbia Pike) – interaction with Columbia Pike Streetcar project
- 3) Dangerous pedestrian and bicycle conditions between Outlet Bridge and Case Bridge along Maine Avenue and waterfront
- 4) There is no safe, direct link from Mason Bridge to Case Bridge
- 5) Poor geometrics on Outlet Bridge do not accommodate pedestrian and bicycle traffic
- 6) Inlet Bridge is too narrow to accommodate bidirectional bicycle and pedestrian traffic
- 7) Mount Vernon Trail is congested in the project area
- 8) The proposed Boundary Channel Bridge has no delineated link through Columbia Island to the Humpback Bridge
- 9) Crossing the Potomac requires a facility with at least 16 feet clear width to accommodate safe bidirectional bicycle/pedestrian traffic flow
- 10) Throughout the project area, inconsistent bicycle and pedestrian signing system is insufficient, misleading, and poorly positioned for tourist way-finding (Not shown on map)

We believe that the above documentation accurately reflects what transpired at this meeting. However, we will appreciate comments involving a difference in understanding of what occurred. Unless we are notified in writing to the contrary within ten (10) days after receipt, we will assume that all in attendance concur in the accuracy of this transcription.

cc: Attendees