

**Minutes of the Arlington Heights Civic Association Meeting
Wednesday, May 9, 2012
Patrick Henry Elementary School**

President Whyte started the meeting at 7:10 p.m. The following individuals were in attendance:

Erin Byrne, Jason Carver, Jose Carlos Castrillo, Greg Deist, Sally Ferrett, David Goodman, Ella Hargele, Eileen Janas, Teresa Jennings, Kathy Kinsford, Rachel Larkin, Juana Luna, Marilyn Marton, Dan Morrissey, Catherine Newling, George Ochoa, Veronica Perez, Jenna Pietropola, Jose Pacheco, Joye Purser, Monika Rama, Mafisa Rawoot, Shaw Rawoot, Sara Snow, Christine Simpson, Miles Townes, Liz Townes, James M. (Jay) Vennett, Ana Villatoro, Stacey Whyte, Loren Wilee, Paul Wilee

The Treasurer, Ms. Sara Snow, gave her report. Ms. Snow mentioned that the ad sales have put us into profits for the newsletter expenses. The dues help pay for events and the newsletter.

Ms. Whyte encouraged people to read the newsletter. She also encouraged people to join the softball team. She announced that May 9th is the AHCA annual picnic at Patrick Henry Elementary School.

Ms. Whyte introduced the owners of Pines of Italy, Mike Vedata and Ali Tujali. The business is one of the newest business members of AHCA. The restaurant opened at the old Coco's location. His cook is a great one from Alpine Restaurant. He brought menus for the members, and he explained that they have delivery service. He suggested that his restaurant would like to donate the next round of food for the AHCA meeting. Ms. Whyte explained that there was a deferral of a live entertainment license sought by Pines of Italy from the County Board until September of this year.

The discussion then turned to the Bike Boulevard for South Columbia Pike, 9th Street area.

Attendees from the county were: Kristine Simpson, David Goodman, Bonnie Parker, and Wayne Wentz, Arlington County Transportation Operations Bureau Chief. The county had a sign in sheet to allow individuals to get information on this project by e-mail. (A translator was available for those who wished to hear the discussion in Spanish.)

The county started by talking about the overall goal of the project, creating a grid in North-South directions for access to the area. In showing a display with a map of bike routes, the county explained that, at certain points, there is limited space on Columbia Pike. As such, they need to look for convenient paths on parallel routes to Columbia Pike. The county will be making new markings, fixing roads, and improving intersections. Their goal is to link people to important sites in their area.

The first item of discussion as part of the project was the intersections of Glebe and 9th and Glebe and 12th, and whether these locations merit signaling to help pedestrians and bikes. There are two lanes each South and North bound, and there is not a median to stand on. Glebe is a state road, and, as such, it needs state approval to add a traffic signal. A traffic signal could cause congestion and encourage traffic on 9th Street. The county is looking at a hybrid activated beacon. When it is not on, Glebe would have free flow traffic. When activated, the yellow lights would go on, blinking; it would show solid yellow, and then red in two circles. It encourages pedestrian crossing without changing the driver experience. The device is activated by push button or automated video activation. It would not be instantaneous, but it would be activated in connection with the lights elsewhere on Glebe (a slight delay) so they can be synchronized.

A HAWK signal would have the potential for a turn signal control. HAWK signals work best when you can restrict left hand turning modes. The county felt that one benefit of restricting the left hand turn is that there is no incentive for cut through traffic. One restriction is that cars on 9th Street could also not use it as well.

First concept design for best roadway management design included making a portion of 9th street a two way street to allow for sharrows. The community expressed concern with cut through traffic, speed of traffic and other issues. Another option the county examined keeps the traffic one way and adds a curb east bound to allow bikes adjacent to the curb with a barrier. Bikes would traverse between the curb and the parked cars. The county also examined an interim route westbound with sharrows, then extending to Ivy Street, 7th Street and Irving Street. It would be solely for bike traffic.

Right now, the county is moving forward with all of the other improvements. They are still discussing the best options for 9th and Irving Street. The intersection is very wide. One option would be to pull the curb out to normalize the intersection, narrow the mouth and make it a 90 degree angle to slow people down. An attendee asked if parking would be allowed at the mouth of Irving Street? The county answered that parking would not be available at the location of the narrowing on either side of the street. They could make it a nub to minimize the loss of parking.

Residents asked questions following the presentation. One resident thought that the HAWK lights make sense. She is concerned about car doors opening at the curb lane when bikes are coming by. Another resident was concerned about parking on both sides of 9th Street with two way traffic and the sharp curve. The concern was that one cannot yield to other cars if they are parked. There is never open parking there.

One resident had a concern about the one way for bicycles. Another resident was opposed to the two way option for cars. There was a question as to whether the intersection could be blocked off, making the street a cul de sac. The county mentioned that there would be some loss of parking with a cul de sac, as people will need to turn around. Additionally, there would be a need for two three foot wide areas so a fire truck go through. The state has said they own the right of way touching the state streets. The Board would need to get involved in this type of decision.

One resident has property at the deepest part of the curve. She was adamant about the street being one way, as she believes the street is very treacherous there. She had concerns with the barrier at Glebe Road, she would not be able to go from 9th Street to Glebe. A resident felt that there is not enough of an issue to put these special infrastructure barriers in place. Another resident felt if we do these changes, there needs to be a light for the bikes at Glebe. A question was asked about whether a day care center on 9th Street needed any particular structure. The resident operating the day care mentioned that she travels with five or six children each day, and she felt that the two way option would be dangerous for children.

The residents were given time to examine the maps of the various options for the areas discussed. The minutes for the February meeting were approved. Ms. Whyte adjourned the meeting at 9:00 p.m.

Respectfully submitted,

Teresa Jennings