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ARLINGTON COUNTY COMMUTER SERVICES

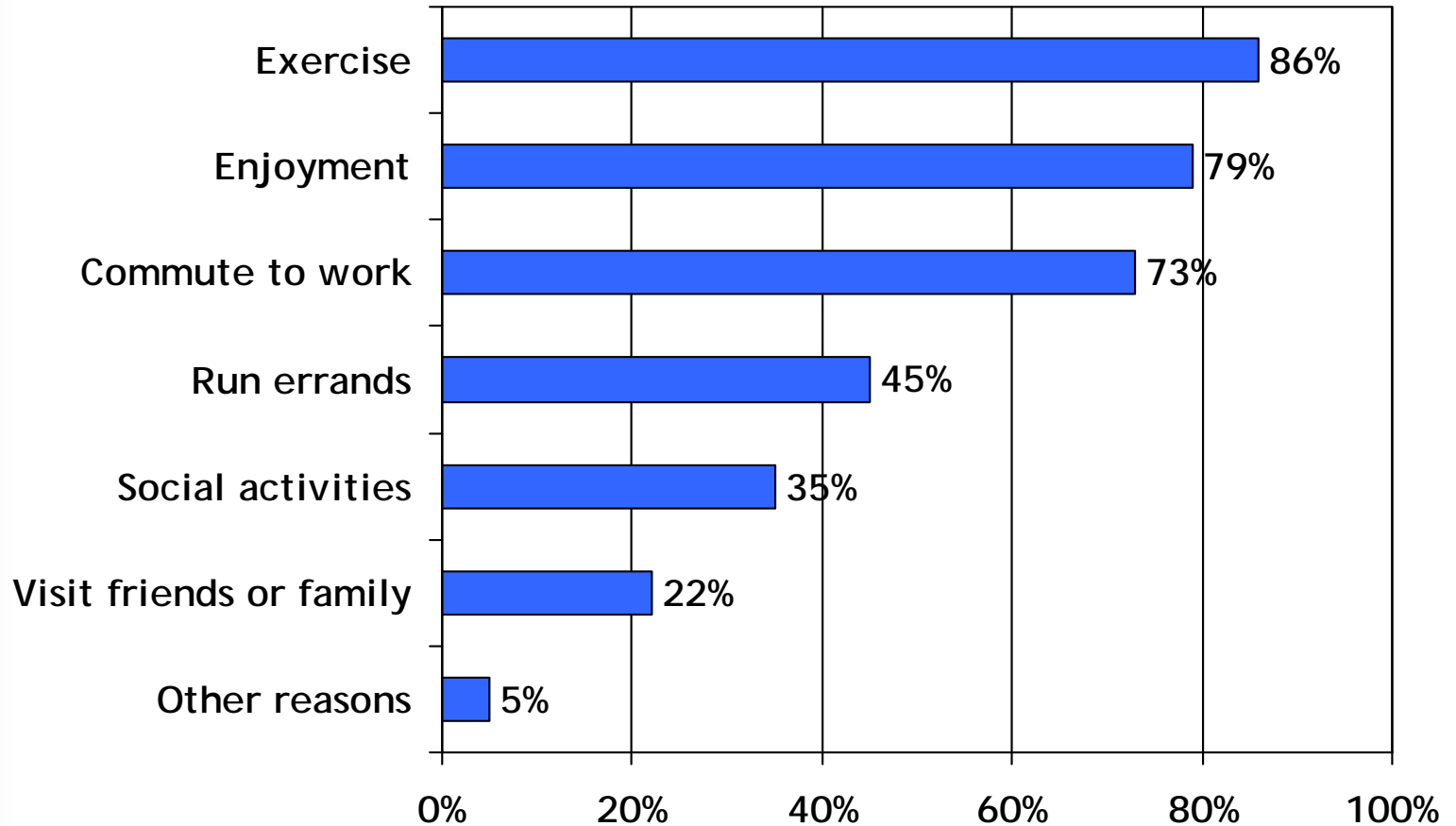
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How to get bicycle infrastructure through the development process

March 2009

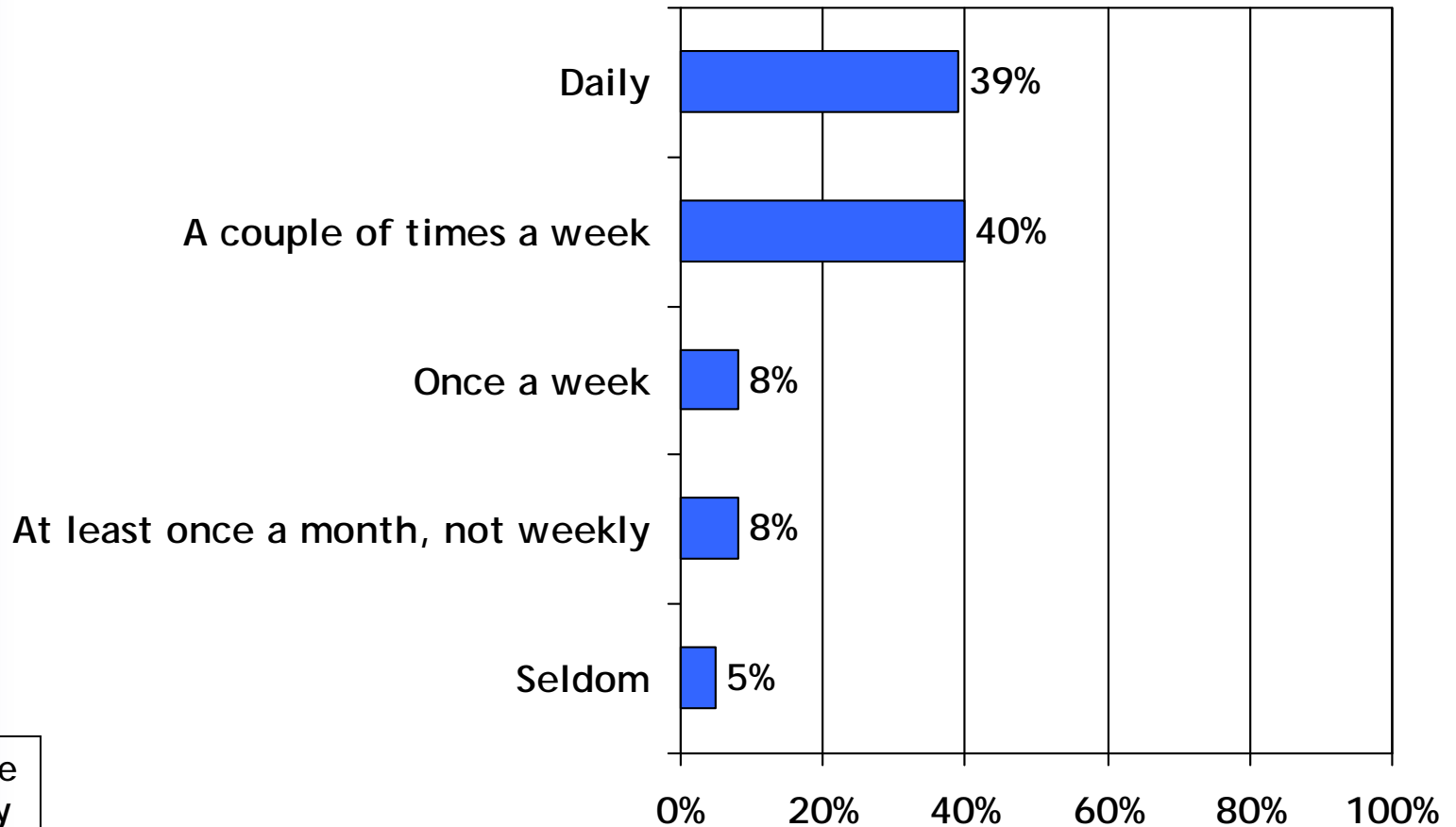
*John Durham, TDM Planner
Arlington County, Va.
National Bike Summit 2009*

Exercise and Enjoyment Top the List of Reasons to Ride a Bike



Q1: For what reasons) do you typically ride your bike?

79% Bike to Work More than Once a Week

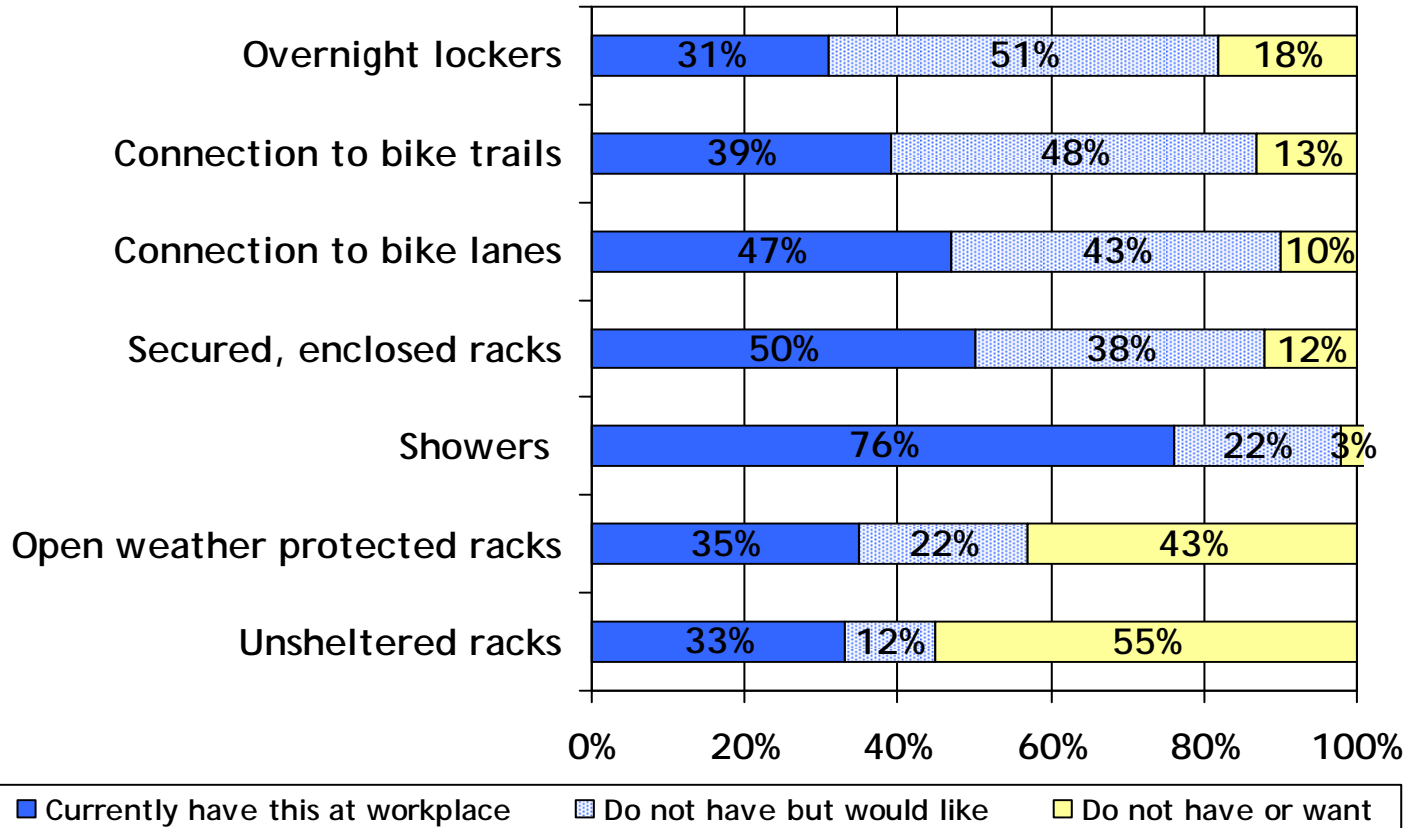


Asked of those who said they bike to work in Q1

n = 274

Q2A: How often do you bike to work?

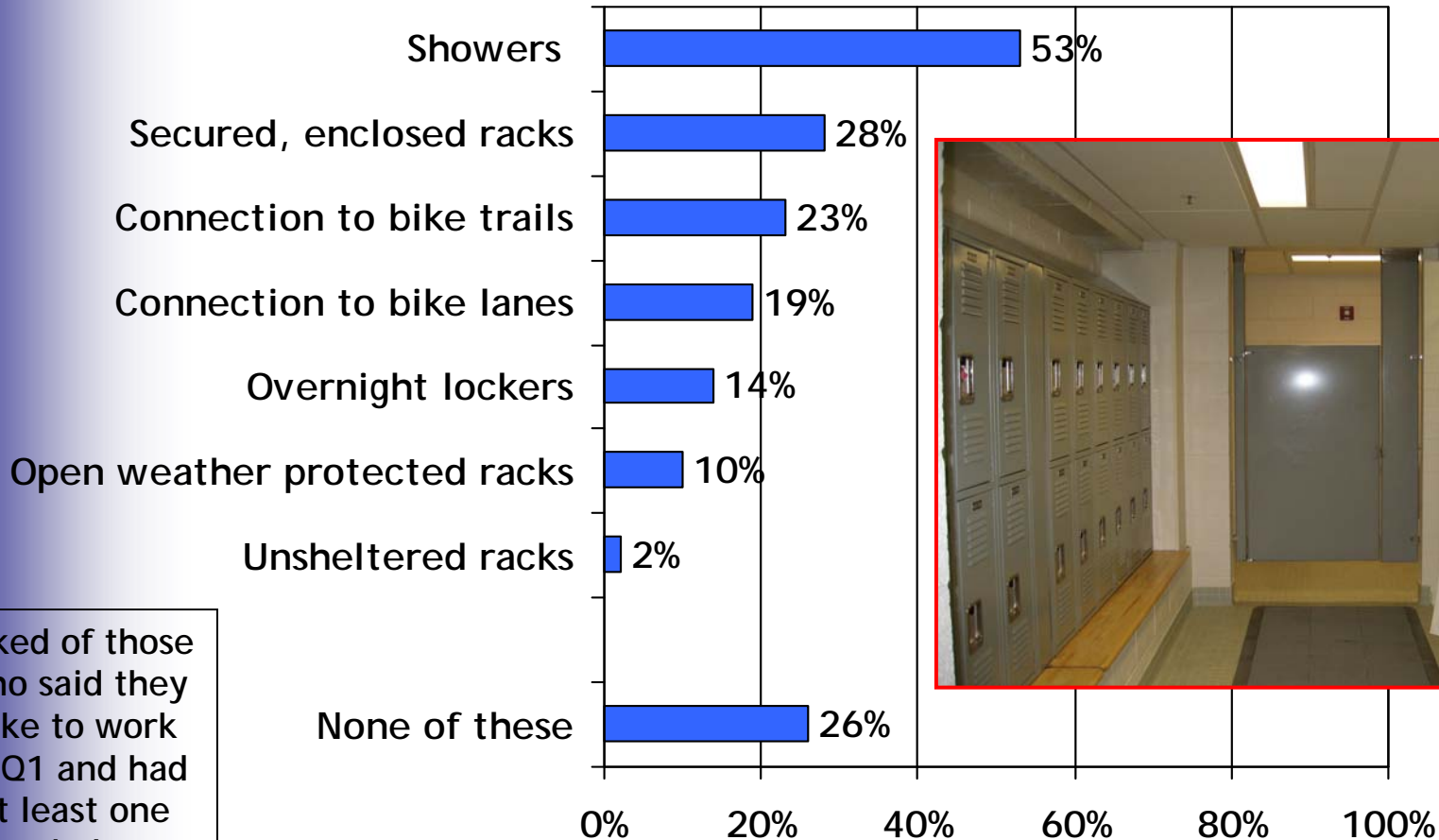
Overnight Lockers and Bike Trails Are the Most Desired Amenities that Aren't Available at Worksites



Q2B: Following is a list of biking facilities that may or may not be available at your workplace. In the first column, check all the facilities that are provided at your workplace. For those that are not provided, please indicate if you would like to have them provided or not.

Asked of those who said they bike to work in Q1
n = 274

Showers At The Workplace Influenced More than Half to Bike to Work

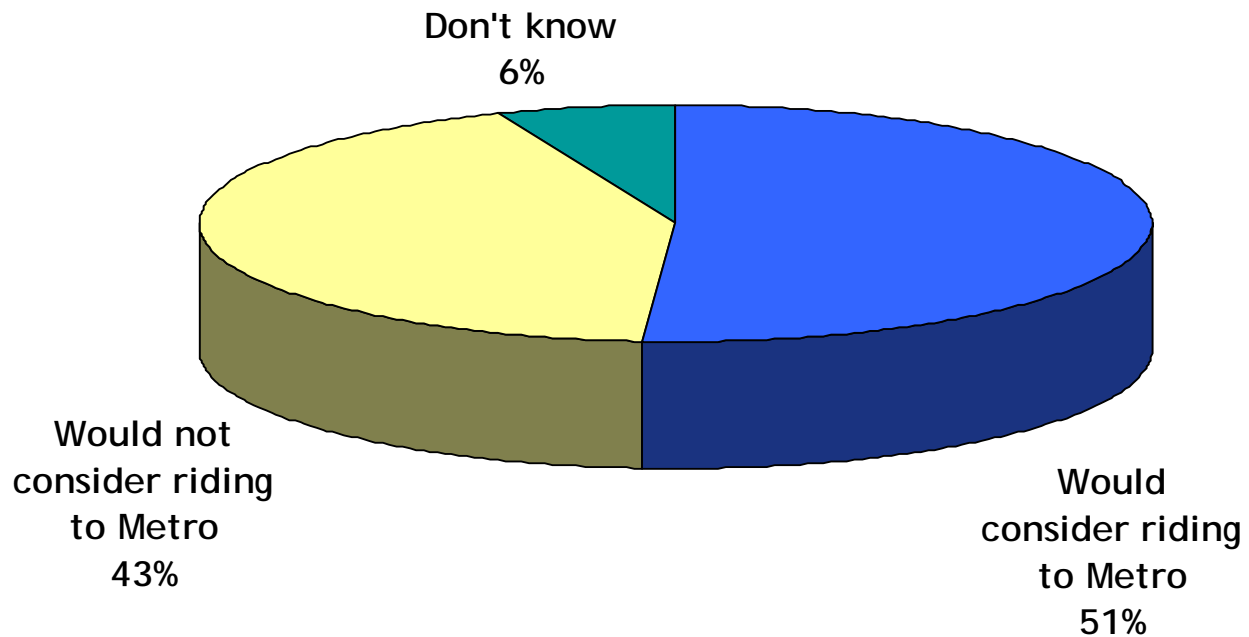


Asked of those who said they bike to work in Q1 and had at least one workplace biking amenity

n = 266

Q2C: Which of these facilities influenced your decision to bike to work?

About Half Would Consider Riding Their Bikes to a Metro Station

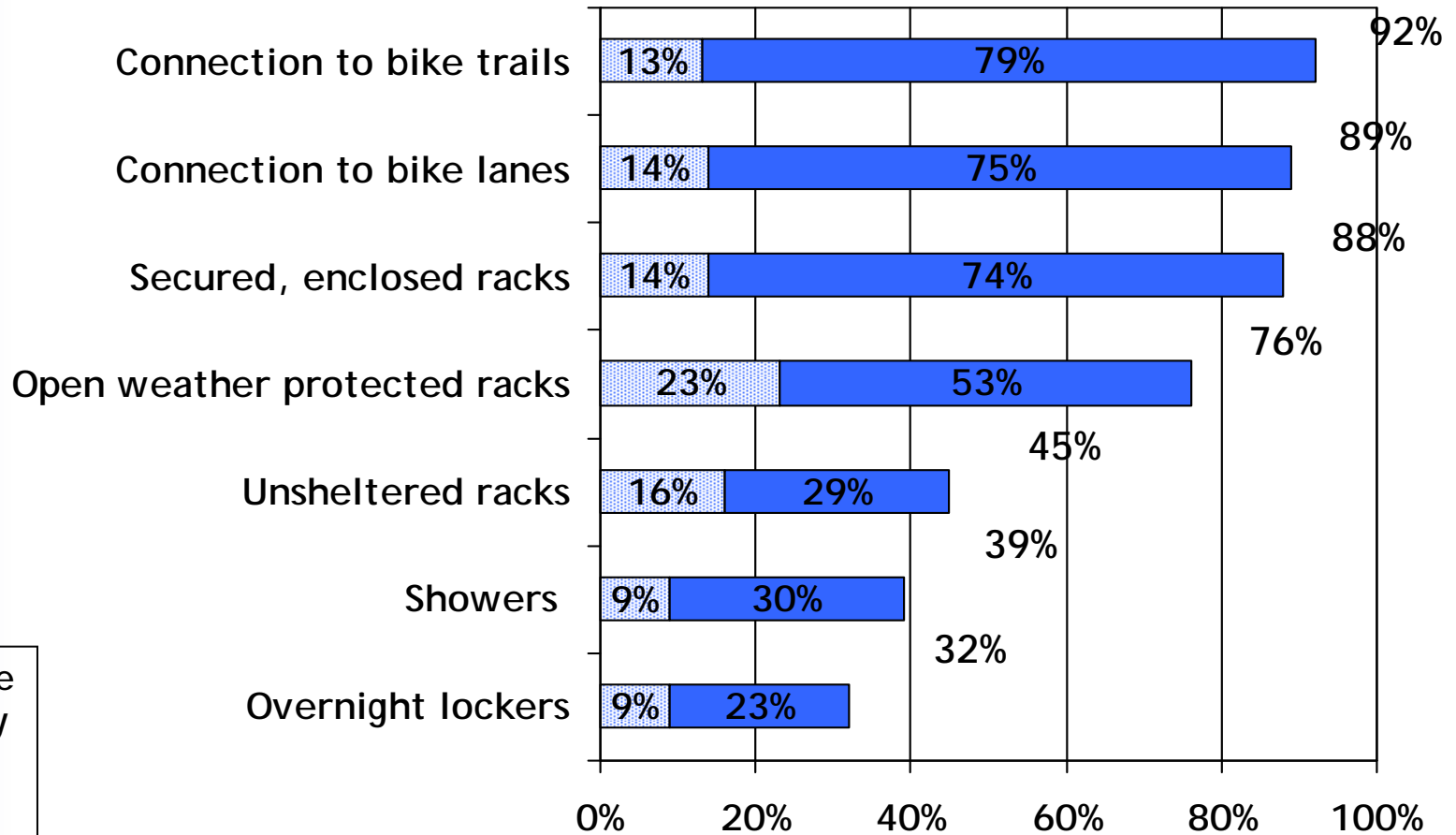


Asked of those who said they bike to work in Q1

n = 274

Q2D: Would you consider riding your bike to a Metro station, parking your bike, and riding the Metro to work?

Bicyclists Would like Connections to Bike Trails and Lanes as Well as Secured, Enclosed Bike Racks at the Metro



Asked of those who said they bike to work in Q1 and would bike to a Metro station

n = 140

Q2E: Which of the following facilities would you use at a Metro station?



TDM for Site Plan Development





TDM for Site Plan Development

- The Site Plan Process is Arlington County's mechanism for granting extra density in exchange for development proffers.
- We ask for bicycle racks, class 1 storage, showers, trail connections, and bike lanes as part of the TDM requirements.
- Goal: dense, mixed use, urban villages where cycling is easy, fast, and convenient transportation.



Critical Elements

- Political support
- Enforceable language
- Gain control of the process
- Understand the information flow of the design process
- Good record management
- Frequent monitoring
- Enforcement Staff



Political Support

- Elected officials and citizen commissions must be willing, and have the vision, to back up planning requests that include secure bike parking, lockers and showers.
- Educate these key people to the goals of good bicycle policy for sustainable development.



Enforceable Language

- It all starts with the language.
- Develop standards and apply them fairly to all development.
- Permit language should be precise; never use the word “May” when you mean “Shall or Will” .
- Any weakness will be exploited by the developer’s lawyers creating loopholes. The lawyers always seek to weaken the provisions or save the developer money.



Enforceable Language

- Understand the process is collaborative and adversarial at the same time.
- Never have any understandings that are not written down, lawyers will be interpreting them in the future without you.
- Maintain control over the provisions (i.e. you make the decisions, not the developer)
- Bicycle conditions should “valid for the life” of the site plan or permit.



Enforceable Language Examples

- Visitor parking **must** be located within 50 feet of the primary building entrance. Any bicycle parking racks used on the site **must** conform to the Arlington County Standard or be **approved by the Bicycle and Pedestrian Program Manager**.
- The lockers **will** be a minimum size of 12" wide, 18" deep, 36" high, and **shall** be available for use on a 24 hour basis.
- Drawings showing that these requirements have been met **shall** be **approved by the Bicycle and Pedestrian Program Manager** before the issuance of the Footing to Grade Structure Permit.



Gain control of the process

- Don't let non-experts make the design decisions such as a generic zoning reviewer
- Make sure a bicycle expert has sign off on the plans
- Change the condition language so the bike expert has the final say



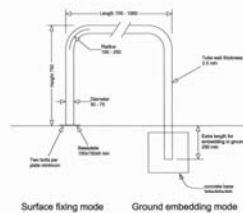
Understand the information flow of the design process

- Get design information out early to the architect and project manager
- Keep a record of transmittals
- If the building isn't designed for bike facilities, then the bike facilities are an after thought, and usually a substandard product is delivered.

Supply Design Information

- Give architects, project managers, superintendents tools to build it right

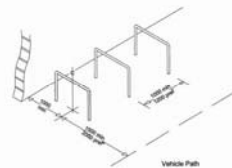
Diagram 1: Basic Sheffield stands



Based on London Cycling Design Standards - A guide to the design of a better cycling environment, TfL 2005.

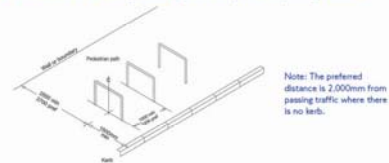
Note: Stands should always be installed in accordance with the manufacturer's instructions.

Diagram 2: Sheffield stands at 90 degrees to wall or building line and passing vehicles



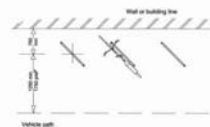
Note: The preferred distance is 2,000mm from passing vehicles. This may be reduced to 1,500mm where a kerb separates the cycle parking from site traffic.

Diagram 3: Sheffield stands at 90 degrees to pedestrian path and passing vehicles



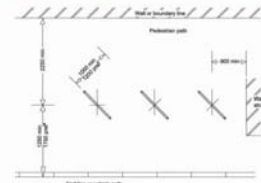
Note: The preferred distance is 2,000mm from passing traffic where there is no kerb.

Diagram 4: Sheffield stands at 45 degrees to wall and passing vehicles

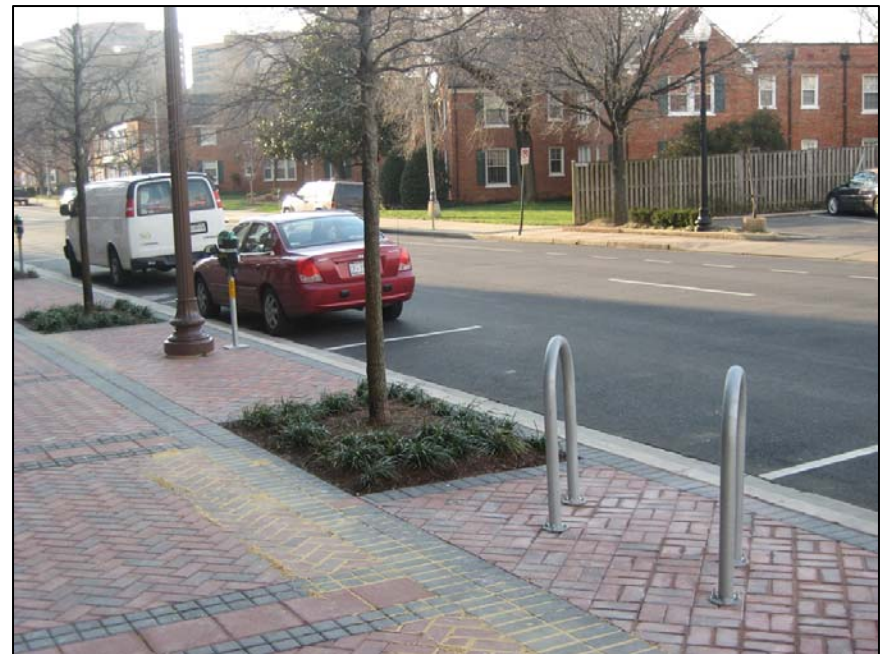


Note: The preferred distance is 1,750mm from passing vehicles. This may be reduced to 1,500mm where a kerb separates the cycle parking from site traffic.

Diagram 5: Sheffield stands at 45 degrees to kerb and pedestrian path



Pictures of the bad and good



Show Them What You Want



90 Stack Racks

Ring racks under
weather cover





Typical Residential Bike Room





Typical Lockers

12" Wide - 18" Deep - 36" Tall





Good Record Management

- Keep all records in electronic files
- Scan paper documents into the files.
- Give logical names to documents
- Keep critical records on paper as well (invoices, payments, etc).
- Take pictures of “as built” facilities
- All of this will save time when researching a question.



Frequent Monitoring

- Needed primarily due to frequent changes in site or building management personnel in which documents are lost or ignored.
- Needed to maintain bicycle program continuity for a given site or building.
- Needed to make sure information is being distributed to tenants.



Thank You!

Contact Information:

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