

Final Report

Bluemont Civic Association (BCA) Task Force
to Investigate Adding Capital Bikeshare Stations
Within the BCA Boundaries

30 September 2015

Co-Chairs: Nick Babiak and Ed Fendley

Final Report

Executive Summary

On May 27, 2015, Mr. Jonn Lau, President, Bluemont Civic Association announced that a BCA task force would be formed to follow-up on decisions of BCA members regarding Capital Bikeshare stations in the Bluemont neighborhood.

In a June 1 email to the BCA Executive Committee, President Lau indicated that the name of the group was the Task Force on Adding Capital Bikeshare Stations and that:

“The charter for the task force is as follows.

The purpose of the task force to gather information from Capital Bikeshare, from Arlington County (including Parks and Recreation), and from Bluemont residents through an open and collaborative approach about Capital Bikeshare and other bicycle sharing programs, about station placement opportunities and issues, and about residents' sentiments and concerns.

1. Gather and analyze information about the issues and opportunities that Capital Bikeshare and Bluemont have with respect to adding Capital Bikeshare stations in the Bluemont Civic Association boundaries;
2. Facilitate the exchange of background information between Capital Bikeshare, Arlington County, and the BCA as well as the exchange of information about proposals from Capital Bikeshare with residents who live nearby the proposed locations; and
3. Produce a final report of its findings and present it at the September general membership meeting

All BCA members may serve on the task force.”

Ed Fendley and Nick Babiak accepted President Lau’s request to serve as co-chairs of the task force. The co-chairs reiterated that all BCA members were encouraged to serve on the task force.

Prior to the first meeting a task force approach was drafted and presented at the first meeting. The approach used a funnel study approach that first stated with a broad overview of the issues and then centered on station siting principles and fine details and finally coming up with recommended locations for Bikeshare stations within the boundaries of the Bluemont Civic Association.

At the first meeting on June 10, 2015, task force members outlined the study process and received a briefing from Charlie Denney, Alta Planning and Design, on the general subject of Bikeshare. Mr. Denney was invited as an independent, outside expert; neither he nor his firm are professionally associated with Capital Bikeshare. From the information obtained at this meeting, the task force members drafted questions to be asked at the next meeting. During the second meeting on June 30, 2015, Paul DeMaio, and Jason Hardin, Arlington County Capital Bikeshare, presented a briefing on specific Arlington County Bikeshare issues. The third meeting on July 11, 2015, centered on defining specific criteria for station siting affecting the Bluemont neighborhood. The following criteria were recommended:

1. Bikeshare should be placed in locations where there is heavy foot traffic commuting to and from the Ballston Metro and Westover.
2. Bikeshare stations should blend in with surrounding neighborhood esthetics as much as possible.
3. Bikeshare stations should be located where a greater number of neighbors may use it.
4. Bikeshare stations in/near destination areas in the parks in the Bluemont area are preferable.
5. Bikeshare stations in/near commercially developed areas, public greenspaces and arterial roads are preferable.
6. County rebuild areas (e.g. George Mason and Carlin Springs Bridge area) should plan for bikeshare additions.
7. Station placement should be consistent with BCA and Neighborhood Conservation Plan positions.
8. The views of proximate residents should be considered.
9. The BCA should be consulted on any station placements.

The fourth meeting on July 25, 2015, was the final formal meeting of the task force members. During this meeting, potential station locations, suggested by task force members were discussed and prioritized on the basis of the task force's agreed station placement criteria. Among the locations that task force members viewed as viable were the following four locations that task force members considered the most suitable and therefore the highest priority for new stations:

1. Lacey Woods at Washington Boulevard and Frederick Street.
2. Wilson Boulevard in front of Safeway next to bus stop
3. North side of Wilson Boulevard at Lexington Street at Bon Air Park
4. Wilson Boulevard at Illinois Street on west side of Illinois Street street space

On August 8, 2015, the co-chairs of the task force delivered flyers soliciting comments to each house within line of site to the proposed site locations. Comments received were positive.

Acknowledgment

We would like to thank the following individuals for their contribution for the Bluemont Civic Association (BCA) Task Force to investigate adding Capital Bikeshare Stations within the BCA boundaries:

President, Bluemont Civic Association:

Mr. Jonn Lau

Co-Chairs:

Nick Babiak
Ed Fendley

Members attending various task force meetings:

Ryan Arnold
Sal Ferro
Eric Goodman
Chitra Kumar
Bob Lalasz
Jonn Lau
Kate Mattos
Scott McBride
Allen Norton
Tim Torma
Christy Vigfusson
David Van Wagner

Bikeshare Presentations:

Arlington County Capital Bikeshare:

Paul DeMaio
Jason Hardin

Alta Planning and Design:

Charlie Denney

Meeting Room Contributors:

Ballston Fire Station #2, 4805 Wilson Blvd.
Saint Ann Roman Catholic Church, 5300 North 10th Street

Bluemont Civic Association (BCA) Task Force
to Investigate Adding Capital Bikeshare Stations
Within the BCA Boundaries

Final Report

A. Tasking

On May 2015, Mr. Jonn Lau, President, Bluemont Civic Association (BCA), sent the following tasking to form the Bluemont Civic Association (BCA) Task Force to investigate adding Capital Bikeshare Stations within the BCA boundaries:

The charter for the task force is as follows:

The purpose of the task force is to gather information from Capital Bikeshare, from Arlington County (including Parks and Recreation), and from Bluemont residents through an open and collaborative approach about Capital Bikeshare and other bicycle sharing programs, about station placement opportunities and issues, and about residents' sentiments and concerns. The task force is charged with the following.

1. Gather and analyze information about the issues and opportunities that Capital Bikeshare and Bluemont have with respect to adding Capital Bikeshare stations in the Bluemont Civic Association boundaries;
2. Facilitate the exchange of background information between Capital Bikeshare, Arlington County, and the BCA as well as the exchange of information about proposals from Capital Bikeshare with residents who live nearby the proposed locations; and
3. Produce a final report of its findings and present it at the September general membership meeting

All BCA members may serve on the task force.

Ed Fendley and Nick Babiak were asked and accepted positions of co-chairs.

B. Task Force Approach

On June 4, 2015 co-chairs Ed Fendley and Nick Babiak met to outline the task force approach and recommended meeting times. The approach used a funnel study approach that first stated with a broad overview of the issues and then centered on the fine details and finally coming up with a recommended locations for Bikeshare stations within the boundaries of the Bluemont Civic Association. The following was the approached drafted:

- Task Force Approach
 - Understand the many facets of Bikeshare, Issues and Concerns

- Receive a comprehensive briefing from Capital Bikeshare
- Discuss principles for station siting, taking into account Capital Bikeshare operating requirements and views of neighborhood residents.
- Identify potential station locations, reflective of station siting principles and feedback from neighbors close to the location
- Prioritize a limited group of acceptable locations
- Present report at September 2015 meeting

The original dates and locations of the meetings were as follows:

Confirmed Scheduled Meetings

June 10, 2015, Ballston Fire Station #2, 4805 Wilson Blvd, 7:30PM – 8:30 PM

June 27, 2015, Ballston Fire Station #2, 4805 Wilson Blvd, 8:30AM – 9:30 AM

July 11, 2015, Saint Ann Roman Catholic Church 5300 North 10th Street Arlington, Virginia 22205, 8:30AM – 9:30 AM

July 25, 2015, Saint Ann Roman Catholic Church 5300 North 10th Street Arlington, Virginia 22205, 8:30AM – 9:30 AM

C. First Meeting, June 10, 2015

The first meeting on June 10, 2015, outlined the study process and received a briefing from Charlie Denney, Alta Planning and Design, on the general subject of Bikeshare, Appendix 1. Mr. Denney was invited as an independent, outside expert; neither he nor his firm are professionally associated with Capital Bikeshare. The briefing was well received. The following are observations from the June 10th meeting:

BCA Task Force on Adding Capital Bikeshare Stations

Meeting Observations

June 10, 2015

Ballston Fire Station #2, 4805 Wilson Blvd, 7:30PM – 8:30 PM

Co-chairs: Ed Fendley and Nick Babiak

Members in attendance: Eric Goodman, Tim Torma, Sal Ferro, Chitra Kumar, Kate Mattos, Bob Lalasz, Christy Vigfusson, Ryan Arnold, Scott McBride, Jonn Lau, and David Van Wagner

This was the first formal meeting of the BCA Task Force on Adding Capital Bikeshare Stations. The meeting lead off with a welcome by Ed Fendley and Nick Babiak gave a review of the charter, the task Force Approach, membership, scheduled meetings and when the final report is due.

The Task Force Approach is to use a funnel approach to gathering information then on to prioritizing a limited group of acceptable locations. This meeting's goals were to understand the many facets of Bikeshare, issues and concerns by receiving a briefing from Charlie Denney, Alta Planning and Design, on the general subject of Bikeshare.

The briefing reviewed the cities in the United States that have or will be getting Bikeshare, the History of Bikeshare technologies, how Bikeshare generally works, perceived benefits, who uses Bikeshare, and Station Siting Criteria.

The briefing was well received by everyone.

Of high interest to the Task Force was the Station Siting Criteria. The following was the criteria presented:

- Highly visible from street
- Pedestrian accessible
- Proximate to destinations (key transit stops, tourist sites, schools, libraries, retail/nightlife areas)
- Sensitive to Historic Districts
- Along key bicycling routes
- Good solar exposure (4 hours or more)
- Some buffer from vehicle traffic (bike lane is ideal)

Other comments and answers to questions provided by Mr. Denney included:

Most trips on Bikeshare are less than 30 minutes

70 people are employed by Capital Bikeshare

Rate of bike crashes goes down over time as bicycling trips increase

Average distance per trip is about three miles

60% to 70% of costs are covered by renters over the warm months

Bluemont area is breaking new ground and would be the first residential area of primarily detached single-family homes to get bikes in the United States (Bikeshare stations are located in medium-density residential neighborhoods such as Capitol Hill). One exception is Minneapolis, where bikeshare stations are located at the edges of some lower-density residential neighborhoods. The Minneapolis bikeshare system also has one Bikeshare station in a regional park that is more than a mile from other stations.

Bike stations need room to be serviced by maintenance trucks

General rule is that Bike stations are ¼ mile apart from each other

Vast majority of Bikeshare stations are on public property

Bikeshare employees in New York City are unionized; employees of some other systems have considered unionizing

Washington DC bikeshare operation is self-sustaining from a financial standpoint because of tourists.

Bike stations are modular in design

Helmets are not a requirement for bikeshare users unless the local jurisdiction has a law requiring bicyclists to wear helmets, such as in Seattle

15-20 reported accidents per year with no bikeshare fatalities ever reported in the United States

Capital Bikeshare members are 60% men and 40% women; this is a higher percentage of women than is typical among bicyclists in general

White age 20 to 40 is largest ridership; Bikeshare stations located in less affluent neighborhoods tend to have low usage rates

There have been some problems with supplier bikeshare equipment availability in the past

Most complaints to date when approaching a residential area is trucks and the noise of maintenance

July 30, 2015 is the next meeting at the fire station with Capital Bikeshare briefing.

List of Questions to Ed and Nick by June 22nd

Can we get some of these briefings and issues on a website – volunteer effort?

Meeting adjourned at 8:40 p.m.

The meeting adorned with the action item of providing questions for the next meeting presenters. An email when out to BCA asking for questions. The email is as follows:

Task Force Friends--

Thanks for an excellent meeting last week!

Our next meeting will be Tuesday 30 June from 7:30 p.m. to 8:30 p.m. at Fire Station #2 at George Mason Drive and Wilson Boulevard.

Our special guests will be Paul DeMaio and Jason Hardin, representing Arlington County's Capital Bikeshare operation. We will discuss the Arlington's bikeshare service and its planned service expansion.

Please share with Nick and me by June 22 any questions or issues you'd like Paul and Jason to address. In addition, to prepare for the June 30 meeting, we suggest that we all peruse the Capital Bikeshare website at <https://www.capitalbikeshare.com/home>.

At this phase of our deliberations, neither we nor Paul and Jason will be considering specific locations for new stations in Bluemont.

At our July 11 meeting, we will consider principals for station placement, informed by the discussions with our guest speakers and among ourselves.

As background, attached for reference is an updated version of our process summary, and a copy of Charlie Denney's presentation.

Thanks---

Ed

on behalf of Nick and Ed

D. Second Meeting, June 30, 2015

Prior to the second meeting the Task Force Friends were asked to make a list of questions for Paul and Jason that they would like to address during the meeting. The questions are listed below:

BCA Task Force on Adding Capital Bikeshare Stations

- Questions accumulated from the request for questions presented at the Task Force meeting of June 10, 2015
- Questions are directed to Paul DeMaio and Jason Hardin, representing Arlington County's Capital Bikeshare operation.

Demographics and use:

What demographic or other profile info can they share with us on casual Bikeshare users in Arlington to inform community expectations about the people who might be using these stations in Bluemont residential neighborhoods?

Are user profiles different for Bikeshare users whose rides are predominantly along the Arlington loop and connector trails than along other routes?

What information do they have about bike share locations in other residential neighborhoods? I understand that there are a few in Fairlington, and another near army navy drive that is by town homes or single family homes. How have residents reacted one year or more after installation?

I presume the Bluemont stations to be future connector stations once they build out to East Falls Church and beyond. How do they see Bluemont acting in this capacity?

For stations that might need a concrete pad, are they willing to install one or do we need to only consider hard scaped locations?

Would on street parking in front of a residence be a possible location if the homeowner was on board?

We heard from Charlie that a quarter of a mile between stations is the ideal. Is that a goal for Bikeshare in Bluemont? If not, what is the desired distance between stations in Bluemont for the short term and long term?

How many docks per station are they thinking would be appropriate for residential stations?

If we find more than 2 locations that we like and recommend as a task force/BCA, would Cabi be open to installing more than 2 stations?

We heard that the stations are somewhat mobile. If we install a station and decide a year after installation that we want to consider an alternate location, would that be an option? Have there been any requests from nearby residents of other stations to move one after some time?

Are ALL bikeshare locations in the Washington, DC area currently on County and City land, or are there any currently on leased private land?

Is it a reasonable presumption that all bikeshare stations are not permitted to protrude into sidewalks?

It would also be good to know the utilization rates throughout the year. For example, what percentage of Arlingtonians use the bikes between November and March?

Currently bikeshare membership numbers in neighborhoods within walking distance of probable locations

Principals, selection criteria for establishing station locations

Historic use of the station at George Mason and Wilson

We understand that Capital Bikeshare prefers to locate each of stations within approximately .25 miles of the nearest station. Do you have empirical evidence that a station's usage rate when located further than .25 miles from the nearest station?

Does Capital Bikeshare have any formal siting criteria that it would be able to share with the BCA?

What is your procedure for selecting sites and notifying neighbors around the sites? Do you have different procedures for commercial locations vs. residential location? Do you physically survey the area before notifying neighbors? If the neighbors located around the proposed site objects to placing the Bikeshare station what procedures do you use to determine if you will place the site at the location or try another site?

Quality of life questions:

Does Bikeshare have quality of life measures/surveys for neighborhoods before and after Bikeshare installations and if so would they share?

What are the typical vandalism patterns for Bikeshare installations and average times in which the vandalism is rectified?

Options to adjust the station design towards reducing its urban, and retail characteristics

Options for station screening and visual buffers

Zoning approval/Use Permit process for stations in residential and S-3A zones.

Concerns have been raised that Capital Bikeshare stations will attract out-of-area commuters who would congest neighborhood streets with their parked cars while they access Capital Bikeshare. Do you have any statistics as to the zip codes associated with the current users of the Capital Bikeshare station at George Mason Drive and Wilson Boulevard? Specifically, would you have a breakdown by zip code of “local” users versus “out-of-area” users during morning commuting hours (i.e., Monday-to-Friday, 6:00 am to 9:00 am). Users with the zip codes 22201, 22203 or 22205 should be considered local users and all other users should be considered out-of-area users.

Concerns have been raised that vehicles servicing Capital Bikeshare stations will be noisy and could pose safety hazards for nearby pedestrians and homeowners. Do you have any statistics as to how often individual Capital Bikeshare stations are serviced in an average week? Could you describe the type and size of Capital Bikeshare’s service vehicles?

Concerns have been raised that Capital Bikeshare station display panels, which sometimes have advertisements in addition to Capital Bikeshare’s standard system map, would be inconsistent with the non-commercial nature of our neighborhood parks and residential streets. Would Capital Bikeshare be willing to take steps to address this concern, such as having non-illuminated display panels, smaller panels or no panels whatsoever?

Do you have any data concerning the influence of Capital Bikeshare stations on: (1) home values, and (2) crime rates?

... address concerns that residents raised earlier about garbage and garbage removal around stations, people gathering around stations, noise from people using stations, noise from the station and bicycles, solicitations around stations, children misusing stations, traffic and noise from maintenance vehicles and technicians, injuries caused by people using the stations and bicycles, the amount and impact of people driving to use stations, the impact that bikeshare stations have on criminal activity, and low demand from Bluemont residents because Bluemont residents have enough space and money to store their own bicycles on their own properties.

What can be learned from experience with the station at River Rd and Landy La? Although it is in a commercial area, it is near the Capital Crescent Trail and about a mile by bike from the nearest other station.

I recall during the meeting we wanted to know more about the profile of people using the GM and Wilson CABI station. Is it people from our neighborhood or commuters from Fairfax and other Northern Virginia locations? Is the capacity about right? How many rebalancing do they have to do? Is there any data about vandalism, attracting riff-raff or other problems with bike share generally?

Cost related questions:

Can they clarify about us rage and cost recovery? I heard from a bike Arlington rep that the 60-70% cost recovery rate last week was actually for the entire year and not just the warm months. I heard that they are at 110% in the summer months. It would be good to get the right numbers.

Any marketing surveys on cost/fee structure.

The business/financial model of BikeShare

The cost of the stations and subsidies provided by Arlington County

How does the cost to the county of the total life cycle of bikeshare compare to other modes of public transportation, including costs for equipment and land acquisition and maintenance, replacement, operations, retirement of facilities and equipment, marketing and advertising costs, revenue from advertisers?

Additionally, because of the questions people are asking about the financial viability of bike share, it would be good if we could bring to the table data about costs and subsidies of other types of transportation (ie street widening) and any data about if bike share offsets any of those other costs. In other words, why is it that Arlington County sees bike share as beneficial from a cost perspective?

Not appropriate questions at this time:

What areas, if any along the Custis Trail should we throw into the hat to consider?

We've been told that bikeshare wishes to have stations near or around Bluemont Park. I presume that means at least one station is desired between George Mason/Wilson and Bluemont Park, correct?

For a station at or around Bluemont Park, are there any suggestions/thoughts for locations from bikeshare?

Are there any locations on George Mason between George Mason/Wilson and the hospital that bikeshare believes might be appropriate, if the other goal is to get a bikeshare station at the hospital?

Any marketing surveys on likely members/users in neighborhoods within walking distance of probable locations.

During the second meeting on June 30, 2015, Paul DeMaio, and Jason Hardin, Arlington County Capital Bikeshare, presented a briefing on specific Arlington County Bikeshare issues. The presentation is included in Appendix B. Observations from that meeting are presented below:

BCA Task Force on Adding Capital Bikeshare Stations

Meeting Observations

June 30, 2015

Co-chairs: Ed Fendley and Nick Babiak

Members in attendance: Bob Lalasz, Christy Vigfusson, Kate Mattos, Allen Norton, Sal Ferro, Scott McBride, Chitra Kumar, Eric Goodman,; guest speakers Jason Hardin, Paul DeMaio

This was the Second formal meeting of the BCA Task Force on Adding Capital Bikeshare Stations. The meeting lead off with a welcome by Ed Fendley and Nick Babiak gave a review of the task Force Approach, scheduled meetings and when the final report is due.

This meeting's goals were to understand the many facets of Bikeshare, issues and concerns by receiving a briefing from Jason Hardin, Capital Bikeshare Planner, Consultant to Arlington County Commuter Services, Department of Environmental Services and Paul DeMaio, Capital Bikeshare Manager Consultant to Arlington County Commuter Services, Department of Environmental Services.

The briefing gave a detailed explanation of Capital Bikeshare.

The Briefing covered the following points:

- What is Capital Bikeshare?
- Who Uses Bikeshare?
- Capital Bikeshare customers
- Why do they use Bikeshare?
- What kinds of trips do they make?
- Bikeshare and car use
- How Much Does it cost to use?
- The Stations
- Balancing Vehicle
- Where is Capital Bikeshare?
- The Future Network – Arlington
- Planning Stations: Crowdsourced Map
- Planning Stations: Top Requests
- Bikeshare in Bluemont
- Bikeshare Members in Bluemont
- Getting to the Station
- The “First Mile” Connection
- The “Last Mile” Connection
- Station Aesthetics
- Contact Information
- Number of trips in Arlington by year
- Number of trips system wide

The following are points that were covered in addition to the briefing:

Today there are 81 stations in operation
All of the Arlington Stations are on publically owned property
Bikeshare has been in operation for five years
Mostly Short trips
Most trips less than 30 minutes
This year there was a price increase in annual membership
Once a station is placed at a location it will typically not be changed for at least a year
When it snows the snow should be removed in 72 hours
Stations should have a limited effect on parking
Rebalancing frequency for the stations varies depending on station size and departure-arrival ratios; new stations in Bluemont are expected to be rebalanced about once a day
Majority of Bikeshare trip from Fields Park station are to Metro
Cost recovery of 67% of operations for all stations on the average
Cost recovery of 59% of total cost for all stations on the average
A 15 docking station costs \$48,000.00
On the average a station requires funding of \$12,000.00 per year
About 1% of Arlington County residents are Capital Bikeshare members

Station Criteria details will be sent by email

July 11, 2015 is the next meeting is scheduled at St. Ann Catholic Church

Can we get some of these briefings and issues on a website – volunteer effort?

Meeting adjourned at 8:38 p.m.

Action Items from this meeting were to receive more detailed information on the Capital Bikeshare program. Appendix 2 is the written responses to the BCA Task Force questions. Appendix 3 is a copy of the presentation given at the meeting. Appendix 4 is additional information in the Transit Development Plan. Appendix 5 is the FY14 Bikeshare summary Report.

It was decided that the next meeting should go over the sitting criteria and develop those that were of particular interest to the BCA. The following email was sent out on developing those criteria:

Dear Task Force Friends,

Thanks for a very good conversation with Capital Bikeshare reps this week!

Our next meeting is Saturday 11 July from 8:30 a.m. to 9:30 a.m. in the basement of St. Ann Roman Catholic Church with the entrance door located on the corner of 10th Street North and North Fredrick Street, door # 22.

Homework: Please review the attached spreadsheet.

Our task is to agree on station siting criteria. These will be listed in the spreadsheet columns.

Capital Bikeshare station siting criteria, as provided by Paul DeMaio, are already listed in the spreadsheet. What additional criteria might we include so as to reflect our own goals as a neighborhood? Feel free to send suggestions to Nick and me in advance of the July 11 meeting. Or come to the meeting prepared to offer suggestions.

To the extent we are able to come to consensus on additional criteria, we will add these to the spreadsheet.

Remember that any additional criteria should be at the neighborhood level, as distinct from the location level. For example, "Close to local businesses" would be a valid potential criterion. In contrast, "Close to my house at 5220 11th Street" would not be a valid potential criterion.

After we have completed the task of identifying siting criteria, we will then turn in subsequent meetings of the task force to considering specific locations. We will do this in consultation with our neighbors.

The spreadsheet will facilitate our consideration of each potential location. Note that the two existing bikeshare station locations in our neighborhood are listed in the spreadsheet as examples.

Comments, questions welcome. Also: attached fyi are observations from our June 10 meeting.

Thanks and happy Fourth!

Ed
on behalf of Nick Babiak and Ed Fendley

Co-chairs
Bluemont Civic Association Task Force on Adding Capital Bikeshare Stations

The criteria referenced in the email is Appendix 6.

E. Third Meeting, July 11, 2015

The third meeting on July 11, 2015, centered on defining specific criteria for station siting affecting the Bluemont neighborhood. The meeting discussed the placement criteria that were appropriate for the BCA. The final sitting principles are outlined in Attachment 7. In attendance at this meeting was Ed Fendley, Nick Babiak, Tim Torma, Chitra Kumar, Bob Lalasz, Christy Vigfusson, David Van Wagner, and Allen Norton. The following is the final placement criterial that is directly applicable to BCA neighborhoods. The meeting took place at Saint Ann Roman Catholic Church 5300 North 10th Street Arlington, Virginia 22205, 8:30AM – 9:30 AM

BCA Task Force on Adding Capital Bikeshare Stations
Placement Criteria
Recommendations from the July 11, 2015 meeting

Bikeshare should be placed in locations where there is heavy foot traffic commuting to and from the Ballston Metro and Westover.

Bikeshare stations should blend in with surrounding neighborhood esthetics as much as possible.

Bikeshare stations should be located where a greater number of neighbors may use it.

Bikeshare stations in/near destination areas in the parks in the Bluemont area are preferable.

Bikeshare stations in/near commercially developed areas, public greenspaces and arterial roads are preferable.

County rebuild areas (e.g. George Mason and Carlin Springs Bridge area) should plan for Bikeshare additions.

The final version of the Task Force placement criteria is in Attachment 8.

F. Fourth Meeting, July 25, 2015

The fourth meeting on July 25, 2015, was the final formal meeting of the task force members. During this meeting station locations were discussed and prioritized. BCA members at this meeting included Ed Fendley, Nick Babiak, Tim Torma, David Van Wagner, Allen Norton, Ryan Arnold, and Scott McBride. Before this meeting there was an email sent out asking for location recommendations. The following is a copy of that email:

Dear Task Force Members--

Our next meeting is Saturday 25 July from 8:30 a.m. to 9:30 a.m. in the basement of St. Ann Roman Catholic Church. The entrance door is located on the corner of 10th Street North and North Frederick Street -- door # 22.

The objective of the meeting is to

- develop an initial, notional list of potential locations for new Capital Bikeshare stations in the neighborhood and
- plan our outreach to residents and business owners near any of these locations.

Homework: In advance of the meeting, please send to Nick and me options for station locations. As best possible, please do this with reference to the set of criteria we have developed.

Ideally, you will conduct your own evaluation of whether the locations you suggest meet the criteria. If you aren't able to do a full evaluation, don't worry. Go ahead and suggest the location and we'll help you with the evaluation.

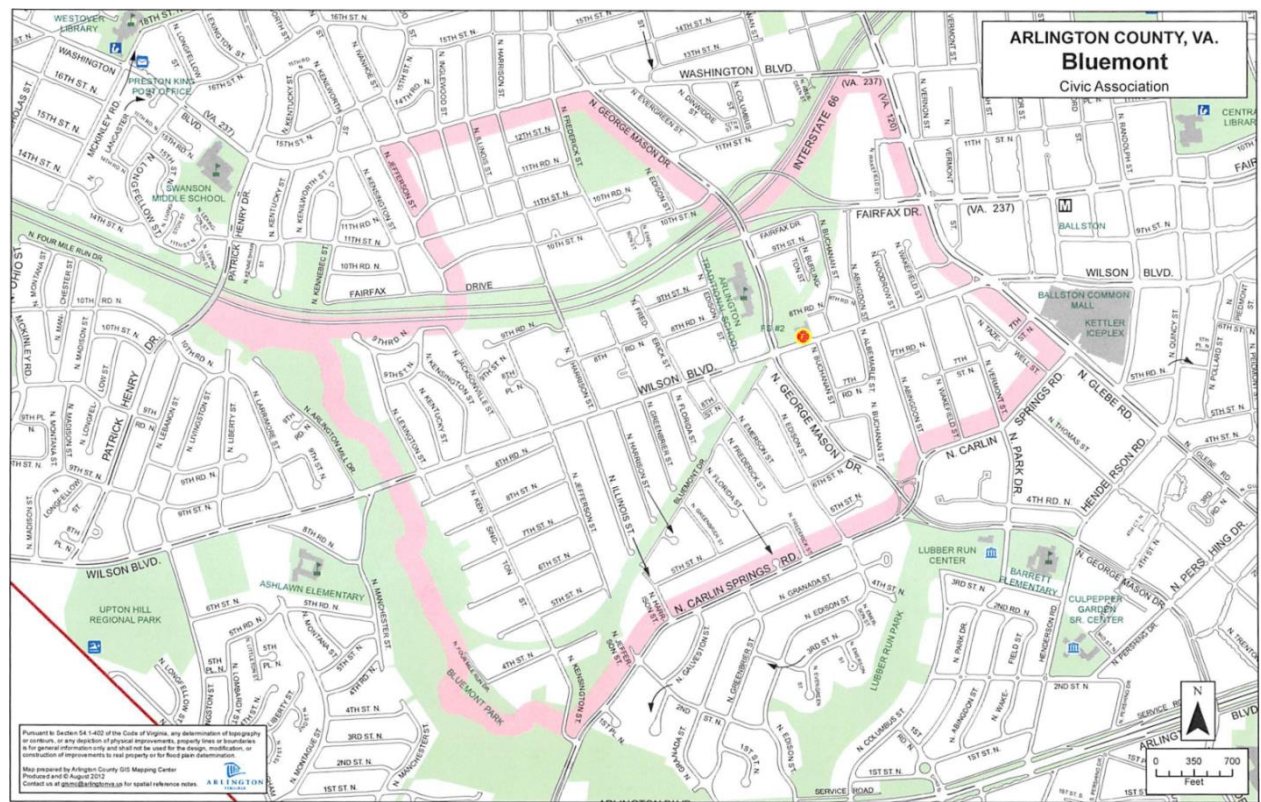
Our proposed list of criteria is attached -- with thanks to Task Force Members for your suggestions and the discussion at the July 11 meeting, Note the inclusion of several new neighborhood-specific criteria to complement the operational criteria provided by Capital Bikeshare.

Comments, questions welcome. Also attached are observations from our June 30 meeting.

Thanks!

Ed
on behalf of Nick Babiak and Ed Fendley

Co-chairs
Bluemont Civic Association Task Force on Adding Capital Bikeshare Stations



This was the template in which we used to identify Bikeshare station locations Appendix 9. The



The diagrams above list all of the stations recommended and discussed during the meeting. On April 22, 2015 the general membership of the BCA voted to **oppose the location** of a Bikeshare station on any part of North Harrison Street and voted to oppose the installation of a bike share station at any location in the stretch of Bluemont Junction Trail between N. Emerson and N. Jefferson Streets. Therefore, because of these passed resolutions, the Bikeshare stations were not considered on Harrison St. or the Bluemont Junction Trail. The station locations are numbered as to the priority. When reviewing this chart and discussing it with Capitol Bikeshare we combined priority one (1) and two (2) as the first priority location. Priority three on the above map (3) was discouraged by the Capitol Bikeshare since an existing location was close. We left this priority in the final report because of the strong support from the BCA members. Priority four (4) and five (5) were left in order. The final priority order is:

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1. Lacey Woods at Washington Boulevard and Frederick Street.
 2. Wilson Boulevard in front of Safeway next to bus stop
 3. North side of Wilson Boulevard at Lexington Street at Bon Air Park
 4. Wilson Boulevard at Illinois Street on west side of Illinois Street street space
-

G. Neighborhood Feedback, August 8, 2015

On August 8, 2015 Ed Fendley and Nick Babiak distributed flyers (Attachment 12) to neighbors within the line of site of the recommended Bikeshare stations. Details are below:

BCA Task Force on Adding Capital Bikeshare Stations
Activity
August 8, 2015
9:00AM – 9:30AM

Co-chairs: Ed Fendley and Nick Babiak

This morning Co-chairs Ed Fendley and Nick Babiak distributed flyers to the highest priority locations chosen by the BCA Task Force and reviewed by the Capital Bikeshare representatives.

The three locations were:

- Lacey Woods Park near the southeast corner of Washington Boulevard & Frederick Street
- Southwest corner of Wilson Boulevard & Illinois Street
- Bon Air Park near the northwest corner of Wilson Blvd. and Lexington St.

A fourth priority location was discussed, next to the Safeway. It was observed that this location is adjacent to commercial properties, not residential properties. This location is comparatively close -- about two-tenths of a mile -- to the existing Fields Park bikeshare station. However, the Fields Park site could conceivably be relocated.

Flyers were placed at the front door of houses that had a line of direct sight from the neighbor or/and close proximity to the proposed Bikeshare sites.

Houses that flyers were placed at included:

N. Fredrick Street: 1202, 1206, 1210, 1216

Wilson Blvd.: 5503, 5411

N. Illinois: 813, 817, 821, 820, 816

N. Lexington: 851, 855, 840, 836, 837, 841

We received a few responses from the distribution of the flyer. We have a number of useful comments especially with the Bon Air Park near the northwest corner of Wilson Blvd. and Lexington St location. All comments received were in support of the recommended locations.

H. Conclusions

The co-chairs and members of the Bluemont Civic Association Task Force on Adding Capital Bikeshare Stations within the BCA boundaries have completed their work and respectively submit this final report to the Bluemont Civic Association. After a considerable amount of work and compromise, members of the Task Force achieved consensus on station siting criteria and priority locations.

The following station placement criteria are recommended:

1. Bikeshare should be placed in locations where there is heavy foot traffic commuting to and from the Ballston Metro and Westover.
2. Bikeshare stations should blend in with surrounding neighborhood esthetics as much as possible.
3. Bikeshare stations should be located where a greater number of neighbors may use it.
4. Bikeshare stations in/near destination areas in the parks in the Bluemont area are preferable.
5. Bikeshare stations in/near commercially developed areas, public greenspaces and arterial roads are preferable.
6. County rebuild areas (e.g. George Mason and Carlin Springs Bridge area) should plan for bikeshare additions.
7. Station placement should be consistent with BCA and Neighborhood Conservation Plan positions.
8. The views of proximate residents should be considered.
9. The BCA should be consulted on any station placements.

The following sites are recommended for the Capital Bikeshare Stations within the boundaries of the Bluemont Civic Association in priority order:

1. Lacey Woods at Washington Boulevard and Frederick Street.
2. Wilson Boulevard in front of Safeway next to bus stop
3. North side of Wilson Boulevard at Lexington Street at Bon Air Park

4. Wilson Boulevard at Illinois Street on west side of Illinois Street street space