

Pedestrian Advisory Committee (PAC)

Virtual Meeting via Microsoft TEAMS

Wednesday, July 14, 2021, 7:00 – 9:00 PM

This meeting was recorded – see Appendix to access recording and speakers' slide decks

Minutes, Approved with edit, October 13, 2021

Attendees: Eric Goldstein, Chair; Eric Goodman, Vice Chair; Pamela Van Hine, Recording Secretary; Jim Feaster; Elizabeth Gallagher; Patrick Kenney; Tom Korn; Chris Yarie; David Patton, Bike & Pedestrian Planner; Mary Dallao, WalkArlington Program Manager

Guests: Speakers: Christine Sherman Baker, Program Manager; Laura Castro, Data Management Intern; Sam Murrey, Transportation GIS Analyst; Vision Zero in Arlington, Arlington County; Other guests: Emily Emery, Climate Change, Energy and Environment (C2E2) Commission; Neal Hunter, Park & Recreation Commission; Rob Mandle, National Landing BID; Jay Corbalis, JBG Smith

The Chair called the meeting to order at 7:03 P.M. and welcomed PAC members, staff, and guests. There were no public comments.

Eric Goldstein: Chair's Report: The County Board resumed in-person meetings on June 12. County Commissions will return to in-person meetings starting in September. At this time, Committees have the option of continuing to meet virtually or resume meeting in-person.

- PAC decision on continuing to meet virtually: After discussion, the PAC agreed to meet virtually in August and September and reevaluate the PAC meeting venue after that.

Christine Sherman Baker, Program Manager; Sam Murrey, Transportation GIS Analyst; Laura Castro, Data Management Intern; [Arlington County Vision Zero Program: Vision Zero Update](#) (see slide deck in meeting appendix)

S. Murrey and L. Castro gave the PAC a preview of the soon to be released Vision Zero 2020 Annual Crash Review. Traffic volume was down; total crashes were down; but serious crashes and fatalities increased. Arlington had 5 traffic fatalities, including two pedestrian deaths (one on I-66, one in National Landing on S. Fern). The percent of pedestrian crashes that are severe or fatal is increasing, from 11.9% (2015-19) to 23.1% (2020); the percentage of all serious crashes that involve pedestrian increased from $\frac{1}{4}$ to $\frac{1}{2}$ between 2015-19 and 2020. The majority of severe pedestrian crashes were between 3 and 6 PM and peaked in January and October. Increasing trends in risk factors included speed, alcohol, and distracted driving. Crashes at intersections of arterials and arterials are often more severe, but crashes at arterials and side streets are also dangerous, e.g. Lee Highway and Lynn. Severe crash locations match the County-identified [HIN](#) sites. Many bike crashes were at intersections with trails.

The Program Manager reviewed the relationship between Vision Zero Metrics, Target Areas, and Performance Measures (versus the Qualitative Program Assessment). Staff provided charts that showed trend data for several of the performance measures (e.g. distracted driving and work zone crashes – trends for both are concerning).

[Hot Spot](#) Analysis (completion this fall): Staff will be working with consultants to refine and improve these analyses. Goal is to predict future crash sites – and prevent them. Staff are considering how to gather more near miss data that is equitable and reputable. Using 2016-2020 data, staff will incorporate normalization of crash locations through volume and classifications. The study will weight hot spots based on data such as equity, severity, and other incident data

[Systemic Critical Crash Analysis](#) is in scoping stage, due to be completed this coming winter. Staff will identify relevant risk factors, from infrastructure, volume, land use, socioeconomic factors, and equity, then create a detailed matrix to look for intersectionality of risk factors, then assess profiles for intersecting factors to ID existing areas of concern, potential areas of concern, and countermeasures.

[Quick-build safety improvements](#) projects:DES is implementing small-scale safety improvements throughout Arlington at locations identified either through (1) data analysis, including reviews of crash or behavior data, or (2) reports from the Arlington County Police Department, Arlington Public Schools, or members of the community. Eight projects are scheduled for 2021 – all of which are critical to pedestrian safety, including Shirlington Rd & 4MR Rd, Walter Reed Dr & Courthouse, Harrison & 26th, and two on Yorktown Blvd!

[Pilot Projects:](#) The first pilot project is the South Carlin Springs Rd Walkability Improvement Project. One of the primary motivations for this project is to create a safer walking path for students accessing Campbell Elementary School, Carlin Springs Elementary School, and Kenmore Middle School. This area has narrow sidewalks, little or no pedestrian buffer, and a history of crashes. The additional buffer for pedestrians is intended to improve walking and biking conditions for those along the corridor. Send your comments by July 21.

Other Vision Zero Activities:

Vision Zero staff are working with APS on a Slow Zone Pilot around schools. APS also urgently seeks crossing guards for the

coming school year! Staff are also working on MOT guidelines, the toolbox contents, how to place more speed cameras effectively, evaluating intersections with red light cameras, and a monthly Vision Zero newsletter – please sign up!

Pamela Van Hine, PAC Representative on the VDOT Task Force: Update: VDOT Route 1 Multimodal Improvements Feasibility Project (see slide deck in meeting appendix)

The speaker reviewed the origin, purpose, and goals of the project, then presented VDOT information from the VDOT public meeting on June 16. The only proposals being evaluated are at-grade, the Crystal City Sector Plan, and minor modifications to the existing road. And the scope does not include Route 1 at 12th, at 20th, at 23rd, or anything south of 23rd. VDOT is recommending a hybrid at-grade solution: 7-lanes wide, with all turns allowed, at 15th and 6-lanes wide, with no left turns allowed, at 18th. VDOT acknowledges that, for their at-grade proposal to succeed, the plan needs to be mitigated by a new bike-ped underpass/overpass at 18th (for safety), an expansion of the multimodal center by the Crystal City Metro station (to accommodate the transit that needs to be relocated), and a “comprehensive and effective TDM program that reduces future traffic volumes 20-30% below 2019 levels.” A reduction of 25% of the 47,000 trips/day in 2019 forces 11,750 vehicles/drivers to do something else, leaving 35,250 on Route 1. However, VDOT projects 60,000 trips/day in 2040 – which means almost 25,000 vehicles or their drivers need to do something else or drive somewhere else. Any TDM program will need to cover the entire region, including Maryland and DC and a greater region of Northern Virginia.

At-grade impact on *pedestrian safety* with the proposed 30mph speed limit, 11’ wide lanes, and 6 or 7 lane spans: The speaker noted the difference in pedestrian survival rates when hit at 25mph (94%) vs. 30mph (79%); the increased risk of speeding and decreasing pedestrian safety with wider lanes; and the increased pedestrian danger crossing 6 or 7 lanes vs. grade-separated. She does not know how many lanes wide would be safe and wants to see the evidence for their safety.

Impact on local traffic with at-grade and no left turns at 18th: VDOT projects major increases in traffic on perpendicular and parallel local streets, compounded by additional drivers making a series of right turns to compensate for not being able to turn left. All of this additional traffic will increase traffic congestion in 22202 and increase danger to cyclists, pedestrians, and transit riders in the area.

Issues with the proposed cost analysis and Measures of Effectiveness: The projected cost for the at-grade proposal does not include costs for these projects that are necessary for the success of the at-grade proposal: the massive TDM program, the expansion of the multimodal station by the Crystal City Metro, the bike-ped overpass or underpass on 18th, and the cost of the probable severe crashes at the at-grade intersections.

Comments and PAC letter: PAC members asked clarifying questions, then questioned the validity of the VDOT traffic projections and disagreed with the limited scope of the project. R. Mandle agreed that both were problematic and that the BID agrees with many of the Livability 22202 concerns. However, he also reiterated that the BID believes the only way to make Route 1 less car-centric is to bring it down to grade.

- *Moved*: The PAC voted to send the draft letter to the County Manager, with additional comments on extending the scope of the project and requesting verification of the VDOT traffic projections.

Resources: Livability 22202 documents and recordings are [here](#); VDOT project page is [here](#); National Landing BID : [Reimagine Route 1](#) and June 13 [letter](#) to VDOT

Mary Dallao, WalkArlington Program Manager: WalkArlington Update

BikeArlington, WalkArlington, and DPR staff have been putting up new trail etiquette signs. In the fall, staff hope to return to in-person walks and a new twist to the 8-week challenge. They are helping run a [Northern Virginia Running Club 5k](#) in Bluemont Park on August 31. During the [County Fair](#), they will be demonstrating and offering a petting zoo: rides on various types of micromobiles and and e-bikes.

8:25 PM PAC Business

Review and approve Draft PAC minutes from May 12 meeting and the DRAFT BAC-PAC minutes from June 7 meeting.

- Motion: Moved and seconded: Approve both sets of minutes with minor edits. Unanimously passed by PAC members present.

Discussion: Future meeting topics: L Gallagher suggested zoning; E. Goodman brought up the MOT sign, supported at the BAC meeting; P. Van Hine stressed the value of the MOT discussion at the BAC meeting and encouraged the PAC to invite the same speakers – S. Viricochea, L. Gerber, and D. Nabors – to the August meeting, which L. Gerber will staff. P. Van Hine also raised TOSAs, an example of a zoning issue.

The Chair adjourned the meeting at 9:07 PM. The next meeting will be held virtually on Wednesday, August 11, at 7PM. Watch the PAC page for details on the agenda.