

Pedestrian Advisory Committee (PAC), Virtual Meeting via Microsoft TEAMS. Wednesday, October 13, 2021 7PM
Minutes (approved as submitted January 12, 2022)

Attendees: Eric Goldstein, Chair; Eric Goodman, Vice Chair; Pamela Van Hine, Recording Secretary; John Armstrong; Ian Blackwell; Jim Feaster; Patrick Kenney; Tom Kornis; Andrea Walker; David Patton, Bike & Pedestrian Planner; Mary Dallao, WalkArlington Program Manager

Invited Speakers: Christine Sherman Baker, Vision Zero Program Manager; Sergio Viricochea, TE&O Design Engineer

The Chair called the meeting to order at 7:04 P.M. and welcomed PAC members and staff. There were no public guests or public comments. Attendees introduced themselves. The Chair did not have a separate report, but did have announcements at the end of the meeting.

Christine Sherman Baker, TE&O Planner, Vision Zero Project Manager: [School Slow Zones](#) – Vision Zero

The speaker addressed three County Vision Zero-related projects: School Slow Zones, the Multimodal Safety Toolbox, and Traffic Gardens plans. Check out the Vision Zero Tools & Guidelines page for information on the School Slow Zones program and Toolbox Updates: <https://www.arlingtonva.us/Government/Programs/Transportation/Vision-Zero/Tools-and-Guidelines>. Watch for notices about the upcoming Multimodal Safety Toolbox engagement and do-it-yourself Traffic Gardens.

School Slow Zones – Vision Zero: Check out the [School Slow Zones Storymap](#) to see how schools were selected, what streets will be impacted, and how the demonstration program will be monitored and evaluated before being implemented County-wide. Note Slide Deck and map in the PAC meeting Appendix. The Vision Zero Team is preparing to present to the County Board in October (request to advertise) and November (action). The request is to adjust Chapter 14.2 of the County Code to specify permanent 20mph speed limits on 58 street segments (static slow zones) within 13 school zones (areas within 600 feet of schools). They will be the first permanent 20mph speed limits on neighborhood streets in the County. Selected impacted arterials within 600' will have current speeds of 25-30mph reduced to 20mph and arterials with current speeds of 35-40mph will be reduced to 25mph. These speeds will be in effect during arrival and dismissal times and will have a flashing beacon with the speed limit when the slower speed limit is in effect. Staff will be testing whether the planned signage, high visibility markings, and promotional materials are effective at reducing speeds sufficiently to keep everyone safe. Data will be gathered both before and after changes are implemented. Community feedback will be collected and used to make improvements to the program.

PAC comments:

PAC Chair: Can 600' be extended as needed, such as the need for Hoffman-Boston Elementary School to include relevant part of Columbia Pike? Ms. Baker indicated that they do have the flexibility to enlarge the zone as needed. Kristen H and Lauren H helped set up meetings with individual schools. She also noted that we have the legislative authority to lower speeds to 20 MPH on County-controlled streets within residential or business districts. The County Board must codify the change however. VDOT controlled streets are not covered. Using automated speed cameras would require more code changes by Board. Staff are working out details with the ACPD Police Practices Group. Plan is that Board will adopt in January, followed by procurement, implementation by late-2022.

M. Dallao asked what is being studied in the evaluation period. It will include speed and crashes. Near miss data is more experienced-based. They might support combining these data however.

Motion: Moved and seconded to send the County Manager a letter indicating PAC support for the Slow School Zone program. The motion was unanimously approved by all PAC meeting attendees.

Sergio Viricochea TE&O Design Engineer: MOT Plans (see slide deck in meeting Appendix)

The speaker emphasized that the role of TE&O staff on MOT plans is to plan and design MOTs, not implement or enforce them. He explained how a team of DES (stormwater, transit, design, TP) staff reviews plans. MOT plan reviews use national, VDOT, and County-specific resources. He noted that newer guidelines are more bike-pedestrian friendly than older ones. Staff reviewers have work zone certification. Plans can be found in the Civil Engineering Plan for specific proposed projects. He highlighted the [crash dashboard](#), which includes construction zones, and the County [traffic webcams](#). Note new additions to MOT review checklist on slide 12, which include many new pedestrian and cyclist accommodations, such as showing the proposed pedestrian path (dashed line) and temporary crosswalks, appropriate lighting, keeping at least one crosswalk open at busy pedestrian crossings, and an audible device for vision-impaired pedestrians if close to schools. The new requirements also include having a narrative description of the construction plans. Staff are working on ways for the public to comment, including through Report a Problem. The developer needs to be responsible, and that contact also needs to be provided.

PAC Comments & Questions:

PAC Chair: Safe and convenient pedestrian access should be prioritized over vehicular traffic. How is the decision made? Speaker noted that the MOT narration should describe the work and duration.

PACers seek a way to voice their concerns about a MOT – and have an easy way to look up what the MOT should be, as it's not clear if the developer is not following the MOT or if the MOT is not designed for pedestrian safety. MOT plans should be easily publicly available.

J. Armstrong asked about the inspection process and the availability of a draft guide for site inspectors. He noted that construction signage still often blocks sidewalk access. New County MOT guidelines discourage this and encourage use of smaller signs.

The PAC Vice Chair again asked about having an on site construction sign with all relevant information on whom to contact (and how) for both County and the developer, as well as when Report a Problem would include construction issues. Staff are working on it. C. Baker

indicated that lots of work is currently being done to improve RAP - and thanked to Sergio for bringing people together, as part of the Vision Zero Action Plan D10 Guidelines. The team also plans to hire more people – over the next 5 years. The speaker encouraged people to use [My Arlington Project Map](#) to look for site plans and to plan safe travel routes around them.

T. Korn: Use the webcams to see if pedestrian spaces are clear.

The Chair encouraged the speaker to come back to the PAC early in 2022 for an update, which the speaker promised to do.

Mary Dallao, WalkArlington Program Manager: WalkArlington Update

This fall's [8 Week Walking Challenge](#) "runs" from October 11 through December 3. Ms. Dallao noted that 500 have signed up and 300 have completed their online survey. The Challenge will include in-person events when possible, starting with a kickoff walk and bonfire at Lacey Woods Park on Friday evening, October 15. followed by a Halloween walk on October 26th in Ashton Heights. The program has lots of ways to keep you motivated to keep walking, including podcasts, motivational stories, an upcoming Story Walk, and a photo walk on the Esplanade at Long Bridge Park.

A. Walker announced that she is part of a group of seniors investigating participating in Walking school buses – a great way to protect children going to school and great exercise for the children and seniors. The seniors are coordinating through the Commission on Aging, SRTS, and other relevant people and groups.

Eric Goldstein, Chair: Brief update on [TOSAs](#) (Temporary Outdoor Seating Areas)

The Chair talked to Jill Hunger, the TOSA project manager with CPHD. CPHD is looking at the beginning of 2022 for a major review. CPHD staff will consult with the PAC, among other relevant groups. The County is allowing TOSAs through the end of 2021 and may continue for another 6 months, assuming the pandemic is over by then. Staff is reviewing what has worked and what has not and is studying what to do next. Zoning amendments, impact on site plans and comprehensive outreach to the community and relevant groups are in the mix. Sufficiently wide sidewalks can work; narrow ones will not.

T. Korn noted that New York City has multiple blocks closed to vehicles to allow outside dining – without impacting pedestrian passage.

The Vice Chair asked how PAC can be involved; the Chair responded that the engagement process is not ready yet.

Minutes: Review and approve the PAC minutes from the [July 14, 2021](#) meeting and the BAC-PAC joint meeting from September 8, 2021.

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

General Announcements:

- **The PAC needs YOU to serve:** The Chair encouraged PAC members to run for the Chair* of the PAC, as he is stepping down as Chair; Eric Goodman will continue as Vice Chair to support the new Chair. Please contact either Eric if you are interested in serving as Chair* starting in 2022. *Note: After the PAC meeting, Eric Goodman withdrew his offer to run as the incoming PAC Chair because of work and other commitments, though he has offered to continue as Vice Chair (at least until a new Vice Chair can be selected).
- David Patton had several announcements:
 - The County is switching its web software from Word Press to Open City.
 - The CC2DCA project – to provide a bike-ped connection between Crystal City and DCA – will host a second public meeting this December. The results of the initial NEPA purpose & needs assessment survey and comments have been posted on the CC2DCA website.
 - Dominion Energy is rebuilding its substation by the 4MR Trail (between Route 1 and Eads). He is concerned about their plans and is monitoring carefully to ensure that cyclists and pedestrians will continue to have safe and convenient access throughout the construction. However in a previous project, bike-peds had to travel on the Alexandria side of 4MR, which is definitely not convenient.
- P. Van Hine gave a quick updates on the [Route 1](#) project: We are now waiting for their final report and for Phase 2 to start. She submitted 5 pages of comments as the PAC representative on the VDOT Route 1 Task force; please let her know if you want a copy. She also reported that the draft [Pentagon City Planning Study](#) and [Crystal City Building Heights Study](#) reports are now out for comment.

The Chair adjourned the meeting at 8:42 P.M. The next meeting will be held virtually on Wednesday, November 10 at 7 P.M. Watch the [PAC page](#) for details on the November agenda. Note that the PAC plans to continue to meet virtually until a decision can be made to meet in person safely again.