

Pedestrian Advisory Committee (PAC) Virtual Meeting via Microsoft TEAMS. Wednesday, February 9, 2022 7PM

YouTube Meeting Recording and Paul Mournier's slide deck are linked through the Appendix.

Minutes, Unanimously approved as submitted, March 9, 2022

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

Other attendees: Guest speakers: Jeremy Hassan, DES; Paul Mournier, DOT Transit Bureau; Guests: Eric Malpeli (Langston Boulevard area); Gillian Burgess, BAC; Alistair Watson, NCSC

The Chair called the meeting to order at 7:03 P.M. and welcomed PAC members, staff, and guests. Attendees introduced themselves. Public attendees were encouraged to comment throughout the meeting. The Chair had no report.

Paul Mournier, DOT Transit Bureau: Floating Bus Stops

Background Reading: ARLNow Modern Mobility column: [Floating Bus Islands](#); Vision Zero [Multimodal Safety Engineering Toolbox](#) (Draft, p. 52-3); **Current Quick-Build Safety Projects: N Rhodes St & Wilson Blvd Floating Bus Stop**: Actual stop is at N. Pierce (see photos); Vision Zero graphic is [here](#). Note chart of upcoming projects from presentation: 25 projects primarily in the County's major transportation corridors.

The speaker reviewed how floating bus stops work, then discussed the benefits and risks with their use. They are built in the street, adjacent to a bike lane, so that cyclists have a safe place to ride without being in conflict with either buses or other vehicles. They also allow the bus to stop to pick up and drop off passengers without going to the curb, so buses can continue along their route more quickly and not be in conflict with other drivers. However, this design does increase conflict between transit riders going to and from the bus stop and cyclists passing on the adjacent bike lane. The risk is increased for pedestrians with disabilities, especially with vision impairment, because they cannot see oncoming cyclists as well. Pedestrians who are slower or less mobile are also at increased risk. We discussed the need for effective education for all users and clear warning signs for all parties. A raised crosswalk would create a speed hump, which would alert cyclists to slow down and watch out for pedestrians. The pedestrian crossing on the speed hump, level with the sidewalk and transit platform, would make the crossing easier and more accessible for pedestrians of all abilities. Would RFBs help? Other issues raised by PAC members included: stormwater management (design channels it); snow removal; using technology to alert vulnerable pedestrians to approaching cyclists; providing appropriate wayfinding for all users, including vision impaired; and "hostile architecture" such as the proposed barrier fence to prevent pedestrians from crossing the bike lane outside of the designated crosswalks – suggested using greenery instead.

Jeremy Hassan, P.E., Chief Operating Engineer, Sewers & Streets, DES Water, Sewer, Streets Bureau: Sidewalk Inventory

The speaker presented preliminary plans to the PAC on [October 14, 2020](#). At that meeting, he reviewed the scope, data gathering process, and funding for this new County program. The goal is to get from reacting to reported sidewalk problems and making repairs in an inefficient case-by-case way to being proactive. The initial \$300,000 was used to select and hire the consultants, who set up the database and gathered the geolocation data. Repairs and other sidewalk improvements are separately funded.

A huge amount of data has been collected at this point: all public sidewalks were walked to obtain: 284,000 data points, in 10' segments, including 10,000 curb ramp conditions. To get some sense of the scope of the data collected, see the [RFP](#) (Scope of services starts on p. 7). Levels of detail collected include the Route Accessibility Index (RAI): width, slope, roughness, vegetation, lift, and other sidewalk features. Initial data-generated maps are color-coded to illustrate excellent, fair, good, poor, and very poor conditions. Overall County sidewalks look pretty good, but when the map is expanded to show more details, more problems appear. Note that missing links, missing sidewalks, and private sidewalks were not included. The goal is to share the data in useful formats once staff have cleaned it up and sorted it out. Among the challenges, converting polygon data to line layers and

cleaning up tree canopy and utility interference. The speaker also noted that fixing all of the noted sidewalk problems will take 15-20 years – and separate budgeting, but the County will have the data to make evidence-based priorities for repairs. PAC members and meeting participants were excited about the project, and concerned about how to code for missing data (e.g. missing links and sidewalks), how to get some repairs more quickly (can grinding be more widespread?), and how the PAC can help support the program and its implementation.

Eric Goldstein, Pamela Van Hine, Eric Goodman: General discussion on the proposed Vision Zero Multimodal Safety Engineering Toolbox (comments due February 15)

The trio spoke about what the toolbox is, how it's organized, why it's important, and why it's important that PAC members provide feedback on it. The speakers encouraged PAC members to send in comments, focusing on the pedestrian tools, overall organization, and suggesting new tools that need to be added.

Mary Dallao, WalkArlington Program Manager: WalkArlington Update

The speaker promoted the upcoming February 16 full moon walks, with the Friends of Arlington's David M. Brown Planetarium, and led by Astronomer Jennifer Bartlett. Find more information on the full moon walk and other walks in the Winter Walk Series [here](#).

Coming up on Saturday, April 9, is WalkArlington's Spring Walking Celebration, inspired by [National Walking Day](#) on April 7. WalkArlington is planning a series of local walks for National Walking Month, including a walk with your dog in partnership with the Animal Welfare League of Arlington, a history and public art walk in Green Valley, National Landing development, and a teen pizza tasting walk. Watch for details on the WalkArlington [website](#).

PAC Business:

Approval of draft [January 12, 2022 PAC meeting minutes](#):

- Moved, seconded, and approved unanimously, without edits, by PAC members present.

David Patton: Updating the PAC website: He explained the challenges that had prevented him from keeping the PAC website current and asked for PAC members' assistance in identifying missing and incomplete information so that he can plan corrections. He promised to prepare and post a spreadsheet that PAC members could populate with their findings.

Pamela Van Hine: [VDOT Route 1 Multimodal Improvements Study Phase 2](#) – how to continue to have PAC involvement. Ms. Van Hine noted that during Phase 1 of the project, both the PAC and BAC had formal representation on the VDOT project task force, but that the VDOT staff did not plan to restart the project task force for Phase 2, leaving us no formal venue for official PAC comments. VDOT staff did say they would be happy to attend future BAC-PAC meetings to provide updates and answer questions. Mr. Patton said he would pursue how to provide official comments.

Announcement: The PAC is fortunate that Jim Lantelme, a Planning Commissioner and Transportation Commissioner, with extensive transportation planning experience on County projects, will serve as the new Planning Commission liaison for the PAC.

The Chair adjourned the meeting at 8:50 P.M. The next PAC meeting will be held virtually on Wednesday, March 9, 2022, at 7 P.M. Watch the [PAC page](#) for details on the March meeting.