

Pedestrian Advisory Committee (PAC) Virtual Meeting via Microsoft Teams

Wednesday, July 13, 2022 7 P.M.

Minutes (approved without change or dissension, October 12, 2022)

YouTube Meeting Recording: https://www.youtube.com/watch?v=n9ff_52p9nk

Addendum: [Floating Bus Stop](#) Meeting Slide Deck (from BAC mtg) and [Draft County Guidelines](#) (from TAC mtg)

Attendees: Elizabeth Gallagher, Chair; Eric Goodman, Vice Chair; Pamela Van Hine, Recording Secretary; Eric Goldstein; Patrick Kenney; Eric Malpeli; Andrea Walker; Chris Yarie; David Patton, Bicycle and Pedestrian Planner; Mary Dallao, WalkArlington Program Manager

Guests: Invited speakers: Paul Mounier, County Transit Bureau, and Sam Murrey, Vision Zero Program; Matt Jones, National Landing BID; Alex Comano (sp), Bluemont, and Zac Gold, Clarendon, interested citizens.

The Chair called the meeting to order at 7:04 P.M. and welcomed PAC members, staff, and guests. She announced that she's back as active Chair after her maternity leave and thanked PAC officers and staff for maintaining PAC activities. She also announced that Eric Malpeli is the PAC's newest member.

Paul Mounier, County Transit Bureau: Floating Bus Stops: Progress Report and Draft Guidelines

The County heard these primary concerns about floating bus stops:

- Need to mitigate bike-ped conflict, especially for low vision pedestrians. Bikes are silent, and low vision peds often stop to listen for oncoming traffic, which can be misconstrued by cyclists.
- Wayfinding for floating bus stops is both more challenging and different from wayfinding needs at traditional stops. This is especially critical for low vision riders who need to navigate across bike lanes and then safely access the bus platform.
- We need regional standards for floating bus stops – so that all users will know what to expect no matter where they are riding in the region. WMATA Metro standards, which are still being refined, will serve as regional guidelines. It's critical that local guidelines not conflict with WMATA guidelines, especially for safety issues.

Staff have drafted a new section on floating bus stops for the existing County Bus Stop Guidelines & Standards Manual.

How are these standards different from standard bus stops? 1) Concrete island: 5 x 8' minimum; it must have a railing for safety and guidance. Railing could also be added to the sidewalk, but this is not a critical element. 2) Channelized bike lane "behind" the bus stop: signage, pavement markings, and vertical deflection (raised crosswalk as speed table). May use green paint, but it's not required, unless the bike lane is on the same level as the sidewalk. However, in later discussion using green paint was highly encouraged to emphasize that this is a bike lane and to create more contrast with the crosswalk. Also add warning to watch for peds crossing on the bike lane surface, not just through signage. 3) Pedestrian wayfinding is needed to increase safety and avoid conflicts. Linear detection plates are valuable for low vision pedestrians – from pedestrian crossing to the concrete island. These originated in Japan and consist of brightly colored strips with detectable half domes.

County plans to install lots of floating bus stops: One is installed at Wilson & Pierce. A second is being planned for Wilson @ Rhodes (location is being resolved). 25 more are planned throughout the County, though 14 are in the National Landing area. Floating bus stops are considered where they are needed for safety and frequent bus service.

Discussion:

- Will staff offer an online survey to reach additional Arlingtonians?
- How many bi-directional bike lanes are on the 25 planned stops – and how does this complicate safety and access? Transit riders need to cross wider bike lanes – from 5' to 10-12' wide; also need signage etc. to notify peds of contraflow. Consider narrowing lanes at the ped crossing.
- Far-side bus stop location, beyond the intersection, is even more important for a floating bus island to create enhanced safety for everyone. Near-side bus stops encourage drivers to make right turns in front of buses where drivers can encounter cyclists and pedestrians.
- Noisy treatment to alert peds to cyclists: APTA cites a company developing a camera that converts photos to sound that could alert low vision peds that bikes are coming and could identify from which direction.
- Successful implementation of floating bus stops will require education of all users – cyclists, peds, transit riders and drivers - on how to navigate and use the infrastructure and new technologies. Users will need training, aids, and online resources. Staff are considering how to do this.
- Trash cans do not belong on the concrete loading area! Illustration needs to be changed.
- Raised sidewalk vs. drainage: Sometimes the need for drainage prevents having a raised sidewalk.

- Who will be responsible for clearing bus islands, ped crossing, behind the island, bike lanes. County should be doing both, though historically this does not happen at all bus stops. Staff will discuss.

Mary Dallao, WalkArlington Program Manager: Update and WalkArlington achieves [Platinum Level Walk-Friendly Community Award](#)

WalkArlington activities and upcoming plans:

- Ms. Dallao recently met with the Disability Advisory Commission (DAC) to discuss how to encourage walkers of all ages and abilities to participate in WA walks successfully. DAC members suggested making clear that participants can drop off at any point, provide maps and more information ahead of time, and ensure that the walk marshalls help walkers as needed. DAC offered to walk specific routes ahead of time to make suggestions.
- The W&OD trail cleanup was postponed until Saturday, July 23. Please [preregister](#) through the WA events site and meet by the Barcroft Community Center.
- County Fair: Staff will help with the outdoor micromobility demonstration at the [County Fair](#) August 19-20.
- In September WA plans a walk with [PathForward](#), which will simulate how they provide a continuum of care.
- The next [8-week walking challenge](#) is scheduled for October 5-December 10. Watch for registration info!
- Congratulations to Ms. Dallao, who replaces Katy Lang as the new Program Director for Active Transportation. Ms. Dallao will continue to support WalkArlington until that position is filled.

Walk Friendly Community (WFC): The WFC recently [awarded Arlington](#) Platinum Level status. Arlington joins four other communities at this highest level: NYC, Seattle, Portland, and San Francisco. WFC feedback: They liked the County's strong interdepartmental cooperation and collaboration, Vision Zero program, complete streets programs, SRTS, advanced data analysis and benchmarks, and thought Arlington could be a model for smaller cities. WFC recommended that the County move towards Predictive Safety Analysis, performed over our network to identify risk factors and countermeasure practices to apply throughout the County. One WFC example of a successful program is [Seattle](#). WFC encouraged us to create Open streets and ciclovía style events, and update wayfinding resources and sidewalk/crosswalk treatments for blind and low-vision pedestrians. WFC encourages filling sidewalk gaps with temporary walking lanes until new sidewalks are installed. Rosslyn has an example of this. Speed can be lowered through narrowing existing travel lanes to 10 or 11 feet as part of traffic calming and complete street plans. Create and mark slow zones. Evaluate County active transportation projects through pre- and post-evaluation, .e.g. the [San Francisco program](#). Don't forget to share data with the community.

PAC Comments: The best outcome of this award is the list of what needs to be improved. WFC recommendations could help leverage PAC advocacy for some of these programs, e.g. getting staff and funding for Open Streets and data analyses. The community was not able to implement Open Streets during Covid-time, but as Covid restrictions are lifting, we can try again. Asphalt is a fungible and contested space.

Sam Murrey, Transportation Analyst, TE&O: [Vision Zero](#) Update:

- New staff: The speaker announced a new Vision Zero hire – Ama Azidi, an engineer specifically for the Vision Zero program! A new intern will start soon as well.
- [HIN](#) (High Injury Network) Safety Audits: Staff studied 3 last year: 4MR, Carlin Springs off of Glebe, and S Glebe.
- [Hot Spot Analysis](#): The County is studying 69 locations - 31 carryovers, 38 new. The program methodology is changing, going beyond crashes to include such issues as traffic volume, hard braking data, and equity (Title 6 transit). 26th & N Harrison, Williamsburg & George Mason, and Yorktown & George Mason are current projects.
- MWCOG guidance on traffic gardens: The speaker will work on this with Fionnuala Quinn to develop guidance for both Arlington and Prince William Counties.
- WRC Predictive analysis: Through [Systemic Critical Crash Analysis](#), Vision Zero is working on some specific conditions, such as left turns, pedestrian crashes by bus stops to create crash profiles that can be implemented and tested County-wide.

PAC Comments:

- Hot spots: What are community outreach plans, scope, schedule, and size of projects? TBD because of updated methodology with a more holistic and predictive approach. Projects will have integrated coordination with other staff to include issues beyond the built environment.
- Public campaign to reduce crashes: What is status, where is the information on the website? Speaker will check on this, but noted that banners are here: [Critical crash mitigation campaign](#).

PAC Business:

- Approval of the [BAC-PAC Joint June 8, 2022 Meeting Minutes](#): Moved, seconded, approved without objection
- The PAC may continue to meet virtually because Commission rules do not apply.

The Chair adjourned the meeting at 9:02 P.M. The next PAC meeting will be Wednesday, August 10, 7 P.M. Watch the PAC website for details on the draft agenda and speakers.