

Arlington Pedestrian Advisory Committee Meeting  
Wednesday April 8, 2015 7-9 PM  
Courthouse Plaza, Birch Room  
2100 Clarendon Boulevard

Minutes (approved June 10, 2015)

Attending: Dennis Jaffe, Chair; Jim Feaster; Eric Goldstein; David Goodman; Eric Goodman; Tom Korn; Christine Ng; David Patton; Pamela Van Hine; Collin Weber  
Guest: Mathew Huston, Senior Transit Engineer

**Public Speaker: None**

**Guest Speaker: Mathew Huston, Senior Transit Engineer, Arlington Department of Transportation, Columbia Pike Transit Initiative**

Mr. Huston addressed the PAC to inform the PAC about the [Columbia Pike Transit Initiative](#) and to get PAC feedback on proposed plans to make Columbia Pike into a true Main Street for Arlington that would improve transit and encourage walking and cycling. He covered the goals, updated standards and scope, planned outreach activities, time frame, and design questions for proposed new transit stops. He also tied in transit stop plans with planning for a new [Columbia Pike Multimodal Street Study](#). He projected plans for various modular units for the stations and explained how the parts worked together, how riders would access buses, and how pedestrian and building access would be maintained. He covered many of the ways the proposed transit stop modules were improved over the initial Walter Reed station: more cost-effective (approximately \$360,000 for a double module), better protection from the environment (higher walls, deeper and less inclined roof, better seats), better signage, and more scalable, so that they could meet the specific needs of the 24 proposed stations. He will be presenting at the upcoming Transit Advisory Committee [\(TAC\) meeting](#) on April 14 and a [public open house on April 28](#). He encourages PAC members to attend the open house for more information and to provide additional feedback.

Some of the PAC comments and suggestions were: videotaping the open house so that those who could not attend could get the information presented and adding more information to the project website, including details on how the proposed modules are an improvement over the initial station at Walter Reed and lessons learned. Mr. Huston asked PAC members about the option of having any of the stations facing away from the street, when space on the sidewalk was tight. Many PAC members expressed strong disapproval, noting safety and disability access issues, time delays, and the possibility of missing the bus. C Ng asked if they could develop a backless module (upside down "U") instead. Mr. Huston also mentioned that the backwards station in Rosslyn was quite unpopular as well. PAC members also encouraged future bus tours, using solar power, moving the flag section, and using these station modules throughout Arlington (assuming success). The PAC also asked detailed questions about the cost and design implications of modifying initially built modules. Mr. Huston responded that some types of modifications could be made as needed, and that it was most cost-effective to construct the most optimal unit initially. The PAC declined to comment on some specific configurations without additional information and hoped that these details will be presented at the Open House. The PAC thanked Mr. Huston for his time and thoughtful presentation.

**Approval of draft minutes from December 10, 2014, and January 14, February 11, and March 11, 2015 minutes**

Electronic copies were disseminated prior to the meeting, and paper copies were available at the meeting. For each set, committee members moved and seconded to approve. After brief discussions, three of the four minutes were approved as submitted: December, January, and March. The committee revised the final sentence of the 4<sup>th</sup> paragraph of the March minutes to read: "D Patton reported that Neighborhood Conservation staff was of the opinion that this project would not go further." The March minutes were then approved as revised.

### **Proposed 2016 Arlington Budget for Bike-Ped Staff and Activities:**

D Patton, who attended the two recent special transportation-related budget worksessions and general public hearings, led this section of the PAC meeting, a continuation of the discussion started at the March meeting. As addressed at the March meeting, the 2016 Bike-Ped funding was included as submitted. However, among other contingency funding cuts, the County Manager ([County Manager's Message](#)) recommended cutting Bike-Ped staff by one FTE (half of staff) and cutting the \$812,000 from Decal fee funds for Bike-Ped programs. At the March 24 DES worksession ([DES Budget Highlights](#)), staff reviewed these recommendations and noted that the Fiscal Affairs Advisory Commission (FAAC) ([DES FAAC Report](#)) on March 19 not including these cuts. Note FAAC recommendations 3, 4, and 9 from the March 19 meeting on the DES budget. At the public budget hearings that evening, D Jaffe and P Van Hine were among several speakers that defended the Bike-Ped programs and staff. D Jaffe also testified at the March 18 "Commission" meeting, and several PAC members submitted written testimony to the Board in support of Bike-Ped programs and staff. The budget worksession on April 7 covered many topics, including [PAYGO Highlights](#), with the decal fees for Bike-Ped services included as a subset. Mr. Feach indicated that approximately half of the proposed Bike-Ped projects might be able to be funded through other means, but not all of them. At the time he did not elaborate on what the alternative funding might be. However, in later sessions on TCF (Transportation Capital Fund, formerly TIF, Transportation Investment Fund) and TIFA (Tax Increment Financing Area), he indicated that the TCF possibly could be used to replace some of the Decal fees. Note the [Transportation Capital Highlights](#) presentation.

PAC members asked staff what else they could do to support Bike-Ped issues, and D Goodman suggested attending the rest of the budget meetings, continuing to submit personal testimony to the Board on the impact of proposed cuts and the importance of the Bike-Ped programs, and possibly reiterating key points in comments at the public comment section of the Saturday meeting (18th). Final budget decisions/markups April 16, budget adoption is April 18, budget approval is April 21.

### **Other topics:**

The committee ran out of time to discuss other issues on the draft agenda for the meeting. P Van Hine noted the upcoming revised Walkabout for Crystal City scheduled for Friday, April 17, at noon, starting at the Crystal City Metro stop.

The meeting was adjourned at 9:20 PM.

The next meeting will be Wednesday, May 13, 2015.