

Arlington County Pedestrian Advisory Committee (PAC)  
Virtual Meeting via Microsoft TEAMS  
Wednesday, November 4, 2020 7:30 P.M. – 9 P.M.  
A YouTube recording of the meeting is available [here](#).

APPROVED Minutes (Approved 2020.12.09, Posted: 2020.12.14)

Attendees: Eric Goldstein, Chair; Chris Yarie, Vice Chair; Pamela Van Hine, Recording Secretary; John Armstrong; Ian Blackwell; Jim Feaster; Gail Gill; Patrick Kenney; Tom Korn; David Patton, Bicycle & Pedestrian Planner

Guests: Speaker: Christine Sherman Baker, Vision Zero Project Manager  
Other Guests: Leah Gerber, Active Transportation Coordinator; Neil Hunter, DPR Liaison; Gordon Chaffin, Street Justice

The Chair called the meeting to order at 7:32 P.M. and welcomed PAC members, staff, and guests. The Chair announced that Patrick Kenney, who has attended all of the PAC virtual meetings so far, is now an official member of the PAC. P. Kenney is especially interested in making sidewalks wider and making intersections and sidewalks more safe for pedestrians.

**Chair's Report:** The Chair asked for any updates:

- P. Van Hine mentioned public engagement opportunities in the National Landing area: [Boundary Channel Drive](#), [Route 1 Multimodal Feasibility](#) project, and [Army-Navy Drive Complete Streets](#).
- J. Feaster, the PAC representative on the [Pershing Drive GLUP](#) study, informed the PAC about the status of plans for the Day's Inn site. Because Shooshan Co., the developer, is requesting a rezoning for the 2.3 acre site, a GLUP study is needed. At the first of three public meetings, the need to improve the bike-ped path that runs through the site, for affordable housing, and for more green open space and trees were all mentioned. The plans include retail, and the site will impact the local access road and Arlington Boulevard.
- J. Armstrong, the PAC representative on the [Clarendon Sector Plan Update](#), noted that their first meeting featured a You-Tube presentation and an animated discussion on where the Fire Station should be located, as the plan calls for the space to be open space.
- The Chair represented the PAC at the recent [traffic enforcement roundtable](#) of the [Police Practice Group](#). When P. Kenney asked what the impact is on pedestrians, the Chair talked about traffic enforcement and equity, including bias with enforcement. Trends include using enforcement by non-police personnel and more automated enforcement methods, but watch for bias in placement of equipment.
- The Chair recommended the WalkArlington [8 Week Walking Challenge](#). His participation encourages him to go for a walk even in unpleasant weather!
- Finally, the Chair thanked the PAC members representing pedestrians at these meetings and encouraged all members to check the [Engage Arlington](#) webpage frequently for additional opportunities for public engagements, such as the SRTS Lexington Ave proposal.

**PAC Business:**

- *Approval of Minutes:*

**Motion:** Moved and seconded approval of the minutes of the virtual September 9 [joint BAC-PAC meeting](#) as submitted and the minutes of the [October 14 PAC meeting](#), with edits. PAC members approved both sets of minutes.

- *Membership and officers:* The Chair reminded everyone to send a message to D. Patton ASAP about whether they plan to continue to be a PAC member in 2021. The Chair hopes to remain Chair during 2021, but step down afterwards. The Vice Chair cannot run again because of conflicts. Therefore, the Chair asked any interested members to let him know ASAP if they are interested in serving as incoming Vice Chair and president elect. G. Ginsburg announced that she will be resigning from the PAC at the end of 2021 because she's moving to California

**Arlington County [Vision Zero Action Planning Document](#):** Christine Sherman Baker, Vision Zero Project Manager

The presenter reviewed how the planning document was developed, its role in the County Vision Zero program, and the timeline for its completion and public participation. In the next two months, staff will compile and analyze both the public comments map and stakeholder comments on the action planning document, making revisions as necessary. January-February, 2021 will feature another round of public engagements with analyses following in March-April. Staff plan to submit the final Action Plan to the County Board in April or May.

The goal of the County Vision Zero program is to change how we do things in Arlington County – becoming more collaborative, increasing transparency of reporting and accountability, and making safety a priority. Overarching policies for the Action Planning Document are to incorporate equity filters into everything and to ensure necessary funding and resources are available to make the program a success. MWCOG has transportation equity guidelines, which are used in Alexandria, but Arlington hopes to draft its own County-specific transportation equity guidelines that emphasize who is the most vulnerable.

The draft Action Planning Document has 4 sections:

- *Data & Evaluation:* Crash data reporting (goal to combine ACPD and DES data, expand beyond VDOT data to capture non-fatal/non-serious injury crash data); Supporting data (e.g. PUDO, land use, transit safety, map of safety concerns for community); Crash Analyses: Annual, Quarterly Reviews, Ad-Hoc. Progress Reporting: VZ program reporting; benchmark safety survey; Before & After Studies;
- *Process & Organization:* Equity; Planning: Master planning – goal to merge Transportation Master Plan separate Elements into one MTP to create a unified planning process based upon the recent Bicycle Element update. Review capital projects and transportation issues with site plans to prioritize safety. Enhance MOT construction plans to prioritize safety for all transportation modes. Project Prioritization/Implementation from safety perspective for both short-term fixes and for more expensive, but critical, longer term solutions. Speed Limits: Review existing speeds on all County roads for consistency and safety; ensure VDOT roads are treated similarly; ensure equity. Guidelines/standards/ tool boxes: Publicly accessible dashboard with years of crash data is in development. *Operations:* Data driven/equitable enforcement; Facilities maintenance (more holistic, equitable, automatic); Funding: Safety Project & Funding Program (ensure adequate VZ funding and staffing for specific projects and program); Pursue Grants.
- *Engagement:* Public Involvement: Ensure VZ outreach and programs reach all populations. Accessible Feedback Channels (includes merging C3 and RAP, with link to ACPD). VZ program communication (including website). Community

knowledge building (collaborative programs with transportation advocates, committees, VDOT, etc.) Staff Training: VZ training for all County staff and consultants and contractors.

- *Partnerships:* Intra-agency and Inter-agency (VDOT, regional collaboration, MWCOG, collaborative Virginia legislative transportation proposals). Collaborators include the stakeholders and contractors.

### **Comments and suggestions from PAC members on the Draft Action Plan:**

#### *General:*

- Include specific funding and staffing needs with the final proposal to the County Board to ensure sufficient funding and staff for the program.
- Funding needs to cover both small-scale projects and the larger, very expensive projects, such as a new traffic light.
- Use detailed checklists for crash reporting, MOT enforcement and other issues - to ensure consistent reporting and reminders and to help ensure equitable treatment. The PAC can review for pedestrian safety issues.
- Make all reports easily publicly accessible.
- Watch for systematic safety issues and unintentional equity discrimination in planning.
- Make sure everything is fully accessible and safe everywhere!

#### *Specific:*

- Crash data: PAC hopes to have continued access to ped-specific crash data through reports, though Lt Murphy has retired. Lt Stephen Clark will replace him, but not in the same capacity. He will not be producing the same detailed reports, though he may come to PAC meetings. Dashboard data may help if it contains specific enough information on ped crash risks – check-list needs to be expanded and used consistently. Include items like bike lanes, visibility/sight lines.
- Before & After Studies are really important – and reports need to be public. Ensure right details are collected to see if modification improved safety. Use automatic data collection, such as bike-ped counts.
- MOT construction: This has been an ongoing high-priority issue for the PAC. Ensure that sufficient funding is included in VZ proposal for MOT construction inspections – and that bike-ped safety is a priority (especially over parking).
- Merging the separate transportation Elements into one consistent MTP is fine, but PAC is concerned that the Pedestrian Element, which is one of the oldest transportation elements and is badly in need of an update, really needs to be updated before being merged into the broader document. Trying to update it once it's been merged would be too difficult (and not acceptable).
- Combine the toolbox options with eyes on the streets – use the public to health build data! County will never have enough staff to monitor everything that needs to be monitored, and automatic monitoring is also not sufficient. (e.g. reporting of construction signs on sidewalks – for road construction – signs should include contact info on them). Reporting by the public needs to be clear, easy, and simple to do.
- Speed: Work on street width to lower speeds and create more space for PBLs and sidewalks – for all streets, not just neighborhood streets (NCS program). CS comment – time to do this is when streets are repaved – agreed that planning should be ahead of time with a VZ focus.
- Automated enforcement – as system is expanded, ensure placement is equitable.
- Merging C3 and RAP is great idea: Reporting problems is also still a high-priority issue for the PAC. We still need a way to report MOT construction issues and

areas that we perceive are unsafe (such as the map). The Chair recommended that the County take more responsibility for followup on issues that are handled by outside groups, such as Dominion Energy and streetlights. It is not appropriate to state a case has been completed that has only been referred to another party. Users should be able to track these requests through the County system, and County staff should followup as well. The PAC offers to help develop and review criteria and process.

- Make sure victim blaming is addressed in staff training.

The Chair adjourned the meeting at 9:16 P.M. The next PAC meeting will be virtual and held at 7 P.M. on Wednesday, December 9. Stay tuned for details.