

Pedestrian Advisory Committee (PAC) Meeting
Wednesday, August 8, 2018 7-9 PM
Ellen M. Bozman Government Center, Dogwood & Cherry Rooms
Courthouse Plaza, 2100 Clarendon Boulevard
Minutes (approved unanimously September 12, 2018)

Present: Pamela Van Hine, Chair; Eric Goldstein, Vice Chair; Ellen Armbruster; John Armstrong; Ian Blackwell; Jim Feaster; Eric Goodman; Andrea Walker; Chris Yarie; Katy Lang, WalkArlington; David Patton, staff

Guests: Gail Ginsburg, Christine Sherman, Jim Todd, Dr. Hui Wang

The Chair called the meeting to order at 7:01 P.M. and welcomed members, staff, and guests.

Public Comments: Jim Todd, President, Cherrydale Civic Association, shared his views that the County plans and implementation for the [Five Points](#) intersection (Lee, Old Dominion, Glebe, Quebec, and Military) made the intersection more dangerous for pedestrians, that school children will be at risk going to and from Stratford, and that the County has not been responsive to the needs of the community as expressed through negotiations over the past 10 years. He noted that he did not have a response to a request made through J. Lawler, and H. Wang and C. Sherman promised to followup on his request. Gail Ginsburg, who lives in the area, supported Todd's points in her comments.

Invited guest speaker: Hui Wang, Ph.D., Bureau Chief, Transportation Engineering & Operations (TE&):
To Push or Not to Push - That is the Question.

Dr. Wang focused her presentation on pedestrian lights at signalized intersections. She explained the difference between pre-timed lights on automatic recall and lights that need to be activated by pedestrians. She noted that pedestrian lights need a recall button, even if set for automatic recall, because of ADA regulations and in case they need to be reset for pedestrian activation. She highlighted some reasons for activated lights, including competing needs of transit, cyclists, drivers, and pedestrians; safety issues; ADA compliance; and overall traffic capacity and congestion.

She noted that a street with low vehicle traffic volume intersecting with a more major street with high traffic volume will probably require activation because the vehicles only need a short light that is not sufficient for pedestrians to cross. She explained that setting can be reevaluated and cited that they are reevaluated every three years, as part of a signalized optimization program, when traffic patterns changed significantly, during construction, and during repair of defective equipment. Evaluations are based upon traffic data, including pedestrian and cyclists; computer simulation to determine the best solution; and other engineering best professional judgment. Consultants are occasionally used for challenging intersections. She illustrated the evaluation process by describing how many of the pedestrian lights in Crystal City have recently been reset to autorecall.

Members and guests asked Dr. Wang many specific questions, including increasing the use of Barnes dance and leading pedestrian intervals, why pedestrians have to wait through a cycle to get their light, and why pushing the ped light does not activate the light on the parallel side. E. Goodman brought up that cyclists find pushing the beg button very challenging in cases where the traffic light does not detect cyclists and the cycle is too short. In some cases, the answer is older traffic controllers that do not provide the flexibility needed. She also noted that a leading pedestrian light can only be used if the intersection does not have a separate left turn light and if it would not cause a significant degradation of traffic flow service.

She finished her presentation by promoting the [TE&O C3 service](mailto:DES-TEO@arlingtonva.us) (e-mail DES-TEO@arlingtonva.us) and encouraged us to use it to report problems, to promote it to others, and to give her feedback on how to improve it. She mentioned that the C3 program currently has about 170 active major current projects and receives about 600 messages/month, most of which can be handled quickly. We thanked Dr. Wang for her presentation and recommended providing better links to the C3 program through the website and developing a feedback form for customers.

David Patton: [Shared Mobility Devices: What Is Arlington Doing?](#)

Per the County Manager's request, transportation staff are designing a limited-term demonstration project that they hope to bring to the County Board for approval on September 22. Key aspects of the planning process include limits on numbers of devices, where devices should be parked and ridden, how both the County and companies will enforce regulations, how to communicate and provide outreach about the program, and what fees are reasonable. Staff is currently obtaining feedback from relevant stakeholders, including the PAC. The committee briefly discussed a few concerns, including parking enforcement, problems with the typical two-hour company response for misparked devices, need for a regional solution, and how to maintain a safe pedestrian clear zone, especially in areas with narrower sidewalks. Staff will present a more detailed plan at the September 12 PAC meeting. Because response time will be limited, the PAC should prepare before the meeting, through key document review, online discussion, and compilation of concerns and challenges for pedestrians. The Chair will post links to documents on the PAC public GoogleGroup. Suggestions can also be sent to mobility@arlingtonva.us.

David Patton: Modifying the PAC Charter

The County Manager asked S. Peart, Bureau Chief, to coordinate the modification of the charters of the [Pedestrian Advisory Committee](#), Bicycle Advisory Committee, and Transit Advisory Committee so that they include these points: 1) No more than 15 members, appointed by County Manager, 2) All members serve at pleasure of and can be removed by County Manager, 3) County Manager may disband the committee at any time, 4) Chair and staff will collaborate on setting meeting agenda. The Vice Chair recommended that the PAC use this opportunity to update the entire document, including purpose, scope, and membership. D. Patton also suggested adding a sentence on the process of modifying the charter.

Approval of July 11 PAC minutes: The Chair requested and received a motion and second to approve the minutes from the joint BAC-PAC-LHA July 11 meeting. There was no discussion, and the minutes

were approved unanimously. Both the minutes and the Chair's summary of challenges and solutions from the meeting are posted on the PAC website.

Update on the September 22 DAC-PAC Disability Walk-and-Talk: The Chair gave a brief update on plans for the September 22 DAC-PAC Disability Walk-and-Talk. She has reserved 4 wheelchairs and a room and planned a draft route with W. Staderman, DAC Chair, and K. Lang, WalkArlington. The rain date is September 29, and all current DAC and PAC members and staff are invited. She also asked PAC members if any objected to being videotaped or photographed during the walk; no one objected. The Chair will provide additional information about the walk over the next few weeks.

The meeting was adjourned at 9:07 P.M. The next PAC meeting will be held on Wednesday, September 12 at 7PM in the Dogwood & Cherry Rooms. Among the meeting topics will be a further discussion of dockless shared mobility devices and the PAC charter.