

Pedestrian Advisory Committee (PAC) Walking Tour & Meeting  
Wednesday, August 14, 2019  
Arlington Arts Center to Clarendon Park  
Minutes (approved as submitted, September 11, 2019)

Present: Eric Goldstein, Chair; Chris Yarie, Vice Chair; Pamela Van Hine, Recording Secretary; John Armstrong; Ian Blackwell; Gail Ginsberg; Eric Goodman; Andrea Walker; David Patton, Bicycle & Pedestrian Planner; Christine Sherman, TE&O; Ritch Viola, Bicycle & Pedestrian Program Manager; Katy Lang, WalkArlington Program Manager

Guest Speakers: DOT Current and Former Employees: Gideon Berger, Dave Goodman, Tom Hutchings, Gabriela Kock, Jason Widstrom; Other guests: Adam and Elizabeth Gallagher, Ira and Marilyn Goldstein, Sara Ellen Swlatt

The Chair called the meeting to order at 7:07 P.M. and welcomed participants, who then introduced themselves. P. Van Hine thanked D. Patton and the Chair for suggesting and planning this walking meeting - the first time the PAC has used this format for its formal meeting.

The walking tour covered three different County transportation projects with pedestrian improvements between Virginia Square and Clarendon Circle: [Wilson Boulevard](#), [Clarendon Circle](#), and [Washington Boulevard & 13th Street N. Improvements](#). T. Hutchings and D. Goodman, who had been project managers for the Wilson Boulevard improvements, led the discussion as the group walked from the arts center eastward, stopping by a new RRFB sign and broad, new zebra crosswalk - the first along this section of Wilson Boulevard between the arts center and 10th Street. The speakers talked about the challenges of working around above-ground utilities and within a constrained street infrastructure and ROW. Sometimes parts of street improvement projects are determined by local commercial development projects. The developers build and pay for street infrastructure improvements adjacent to their property, and the developers/owners are then responsible for the maintenance of the new facilities in perpetuity, saving the County significant funds. The developer works with County staff on the plans and implementation, but maintains some control. One outcome is that the developer may choose sidewalk materials, e.g. brick pavers, that match the building, but not the adjoining concrete sidewalk poured by the County. Although all three projects follow the relevant Sector Plan, ROW constraints with local property owners and existing streetscape dimensions require staff to make adjustments, with the hope that future commercial development will give the County a chance to obtain additional ROW and design a more Sector Plan compliant streetscape. The participants walked on a section of new County sidewalk that had no landscaping zone and a clear zone width constrained by utility poles, creating a challenge for pedestrians with disabilities. Further east, participants walked over old existing sidewalk that was in terrible shape, demonstrating that the new constrained sidewalk is a major improvement. Speakers shared that the slip lane at 10th will be removed, creating a larger and safer environment for pedestrians and cyclists. As the group passed the Dominion Energy facility at 10th & Wilson, T. Hutchings explained how the fencing around the facility needed to be both attractive and functional, accommodating passthroughs of very large pieces of equipment.

G. Kock, the project manager for both the Clarendon Circle and Washington Boulevard & 13th St. Improvements projects, lead the discussion of both projects at the intersection of both projects. Irving Street is closed off from Wilson, making this complex intersection much safer for all users. Construction is almost complete for major new bumpouts for pedestrians at all intersecting streets, and large, ample pedestrian refuge medians will be added on Wilson. New crosswalks will make it easier for pedestrians to cross from the many restaurants on the north side of Wilson to the Clarendon Park and beyond, and new traffic lights in the area will provide sufficient time for safe pedestrian crossings. Cyclists will have new bike lanes and a queue box, though they will share a sidewalk with pedestrians at one point because of ROW constraints. Utilities will be moved underground, new trees will be planted, and new Carlyle streetlights will be added in the area. Construction for Clarendon Circle should be completed by October, 2019. Funding is needed for the Washington Boulevard/13th Street project, on the Red

Top site, but the planning is completed and project should start next summer. This project will continue the bicycle network from Fairfax Boulevard.

After the walk, participants gathered in the [Clarendon Central Park](#) for a debriefing. The Chair adjourned the meeting at 8:32 P.M. The next PAC meeting will be held on Wednesday, September 11, 7-9 P.M., in the Dogwood & Cherry Rooms of the Bozman Center. Mobility devices will be a major topic of discussion.