

Advisory Committee on Transportation Choices

September 25, 2017

Sequoia Building/Syphax
2110 Washington Blvd
Room 103
7-9 pm

Agenda

- I. **Welcome & Introductions** (3 minutes)
- II. **Approve Minutes from March meeting** (2 minutes)
- III. **Public Comment** - (15 minutes)
- IV. **Discussion of Walk Zone Considerations and Outreach plan** - (30 minutes)
John Chadwick & Michael DePalma
- V. **Carlin Springs Road Safety Study Planning**- (30 minutes)
County DOT Staff
- VI. **Bus Stop Safety Work group** - (20 minutes)
John Chadwick
- VII. **Beta Testing “Where’s the Bus” App** – (10 minutes)
APS Transportation staff
- VIII. **Timeline for Review of Transportation Policies** – (5 minutes)
John Chadwick
- IX. **Wrap-up and Next meeting dates** - (5 minutes)

Advisory Committee on Transportation Choices (ACTC)

September 25, 2017

Approved minutes

In Attendance:

Nancy Van Doren, Member, APS School Board

APS Appointees

Kristin Haldeman, Chair (MS)
CC Clark (HS)
Janeth Valenzuela (HS)
Rose Breyault (ES/MS)
Josh Folb (SPED)
Margaret Chung (Principal)
Catherine Frum (Teacher)
Bridget Loft (Principal)
John Mickevice (APS-Comm)
Angela Ramirez (Student)

County Appointees

John Armstrong, PAC
Gillian Burgess, BAC (ES)
John Carten, TAC
Chris Slatt, TC

Staff

John Chadwick, APS-F&O
Angel Garcia-Ablanque, APS-T
Michael DePalma, APS-F&O
Debbie DeFranco, APS-SRTS
Dennis Leach, AC-DOT
Steve Yaffe, AC-Transit
Elizabeth Denton, AC-ATP
Jim Larson, AC-ACCS
Nazia Ahsan, AC-TE&O
Hui Wang, AC-TE&O

Other attendees: Beverly Johnston (Arl Forest CA), Molly DeMaret-Tahu (TJ MS Parent), Guia Ramos (W-L Parent), K Carry (APS Bus Operator), Marna Louis (APS Parent), Ruth Rivero, Veronica Blanco (TJ MS Parent), Rob Vandermark (Discovery Parent), Lois T Koontz (FAC)

After Introductions, the Committee approved the minutes from the June meeting.

Public Comment

- 1) Beverly Johnston – Arlington Forest Civic Assoc. Ms. Johnston's comments focused on the need for a more coordinated approach to pedestrian safety studies on Carlin Springs. Their Civic Association is working with someone from the County Manager's office on a study north of Rt. 50 to George Mason Dr. They also are meeting with DOT staff on a safety project Carlin Springs Rd. from N Edison to Vermont St., and are aware that pedestrian safety will be included in the bridge over George Mason study and now see tonight that there is another one south of Rt. 50. Her message is "One Carlin Springs Rd., One Coordinated Plan for Pedestrian Safety.' She also requested APS and County liaisons for Kenmore pedestrian safety matters.
- 2) Molly DeMaret-Tahu (TJ PTA Pres) –Ms. DeMaret-Tahu addressed the traffic safety issues that have arisen at Irving and 2nd Sts. near Thomas Jefferson Middle school. New bus and drop-off patterns have exacerbated an already difficult crossing by greatly increasing traffic congestion, changing traffic patterns, and lowering visibility at an intersection that is a necessary crossing point for many Jefferson students. As there is no stop sign on 2nd Street, motorists routinely do not yield to students waiting to cross. There have been a number of near misses, including with a county truck, and the situation requires immediate attention. She urged the County to stay on track with the evaluation of the intersection, but cautioned that the typical warrant process may not be adequate to address the complexities of this intersection.

- 3) Guia Ramos – W-L parent – Ms. Ramos’ comments addressed late buses at W-L. Her daughter reports that she is late to school every day. Mostly just a few minutes, but on at least two occasions, the bus arrived at W-L 10-15 minutes. She is concerned that these children are missing important class time. At dismissal, though they only live 10 minutes away by bus, after the first week of school, the bus has consistently been 30 minutes late (or longer). Once, the bus driver didn’t display the correct route number, and at least twice, the driver did not follow the normal route. The day before her daughter arrived home 1 hour and 20 minutes after dismissal. Today, she arrived home one hour after dismissal. She also noted that Greenbriar buses are very crowded, and is especially concerned about students who do not speak English.
- 4) Kevin Carey – Bus Driver – He is concerned that the Trades Center area is underutilized and would like to see the buildings there ‘go up’ to conserve space. There are too many ‘white vehicles’ using space where buses could park. He also confirmed the safety issues on Carlin Springs.
- 5) Marna Louis – ACI Arts Committee, parents with band students. Ms. Louis’ comments asked that the PIP on transportation to extracurricular events be revised. She said the 50 mile limit on bus trips makes planning for longer trips more difficult.

Committee members asked questions of staff on the Irving and 2nd Streets issue. John Armstrong asked who the County point person is on Irving & 2nd? Mr. Leach noted that DOT is having a difficult time addressing the problem in the context of projects already in the queue. Hui Wang said her office has an ongoing investigation into Safety issues on Irving and 2nd and hopes to conclude a study in 3 weeks. DES-DOT trying to consolidate responses to multiple concerns. Gillian Burgess stated that as staff develops the process she hopes it takes into consideration prioritizing safety for students. We need a temporary solution while longer term planning is going on.

Walk Zone Working Group (WZWG) Update

The work group consisted of APS and County staff, whose charge was to delineate roads that students (by school level) cannot be expected to cross for use *in developing the edges* of bus eligibility zones and school-level multi-modal maps. For this exercise, there are three types of roads: red (no student should cross); orange – only middle and high school students can cross; and neighborhood streets. The maps reflect existing school boundaries.

Staff provided a map for review, included on it is the list of considerations used to develop the screens (e.g., posted speed and walkable distance are included among the considerations). In some cases the new delineations may constrict the walk zone, alternatively, it may be possible to expand a walk zone with safety interventions.

Committee members had questions about the metrics used to develop the delineations, as well as why some streets were colored one way or another (e.g., Quincy St. near W-L is very difficult to cross, but is not on the no-cross list; but Glebe is shown in red though several areas are navigable). Several said they saw this exercise as a good start but would like to see more objective criteria used (e.g., collision data; actual speed data – with a threshold). Ms. Burgess noted that the level of stress bike analysis might be a good guide. Mr. Chadwick said that staff did struggle with the inputs as each situation seemed to be different. Ms. Clark added that APS also should keep ‘human behavior’ in mind – kids do not always do what we want them to.

Staff did note that if a road is red or orange, they can be considered crossable – but require a controlled intersection (for orange roads) or a crossing guard (for red roads). For clarification. Hawk signals are considered controls; rapid flashing beacons are not.

Regarding the three road classifications, Ms. Burgess said she feels there is more variation within the street classification, for example, on Courthouse Rd., there are no controlled intersections b/t Columbia Pike and 2nd, but it is shown as a neighborhood street. She suggested there be two divisions of neighborhood streets to capture differences between a road like Courthouse and smaller neighborhood streets.

Schools will be asked to review the maps. Mr. Folb suggested that the map be cut up by school and given to PTAs so the school community can review their neighborhood. In the end, most roads should get three examinations as ES, MS, HS walk boundaries overlap.

These considerations are not the same used for assigning bus stops, though that is something to be reviewed.

Carlin Springs South Pedestrian Safety Study

County staff from the DOT Traffic Engineering & Operations (TE&O) branch reviewed the scope for the south of 50 Carlin Springs pedestrian safety study.

Project limits are from Rt. 50 south to 7th Rd. The study will include recommendations for both short and longer term safety measures

Current work includes: analyzing crash and speed data, and collecting data on pedestrian activity. Once data is collected staff will begin ‘hot spot’ analyses. Three intersections - 3rd St, 5th Rd. and 6th Rd. South - already have improvements programmed.

Next steps are for TE&O staff to set up meetings with the three schools in that stretch: Kenmore MS, Carlin Springs ES and Campbell ES. Ms. Breyault suggested that the maps staff provided this evening be given to the schools as well and include all safety studies in the area.

Mr. Folb mentioned that he had obtained two pedestrian safety studies from Las Vegas, where the jurisdiction was taking some innovative approaches to safety infrastructure. Ms. Haldeman will forward to the Committee.

Ms. Burgess asked if the scope included looking at a recommendation to make/improve the trail connections through Long Branch Park that came out of the JFAC analysis of the VA Hospital Center site. Improving the trail could create an alternative that would move students off the narrow Carlin Springs sidewalks. Ms. Wang said staff first wants to figure out what is happening on the road, then engage and broaden if necessary. Their first step is to see what can be done quickly to address safety. Longer term projects likely will require ROW acquisition etc. and funding. They are looking for the low-hanging fruit, then what is long term prospect.

Mr. Folb asked if this study is looking at the constrained sidewalks under Rt. 50, as this should be addressed one way or another. Ms. Wang said this one was not but she would check to see if the north of Rt. 50 study was. Ms. Johnston from the civic association reminded everyone that many children are coming from north of Rt. 50 as well and these studies should be holistic.

Mr. Chadwick reported that APS has requested two more crossing guards on Carlin Springs near both of the elementary schools to get students across Carlin Springs.

Action: Ms. Wang will find out which study is addressing the Rt. 50 underpass sidewalks.

Action: Ms. Haldeman will forward Las Vegas studies to the ACTC

ACCS – TDM Update

Elizabeth Denton updated the Committee on successes in the TDM program area. More than 300 people came through the Our Shared Street transportation pop-up at Arlington Mill. Many stayed for the duration of the event. Staff sold more than 50 iRide cards at the event.

There are several new Transportation champion schools this year. Both Oakridge and Ashlawn elementary schools have obtained 'bicycle-friendly business' designations; there are only four schools in the Country designated as such.

Arlington Transportation Partners (ATP) and the Mobile Commuter Store will be at 'back to school' nights.

Oct 4 is Bike/Walk to school day (Hoffman-Boston is this year's focus school).

Yorktown staff won bike tune-ups for having the most staff (20) biking to work on Bike to School day in May 2017.

Mr. Leach noted that TDM is about behavioral change which leads to safer environments.

Action: Ms. Denton will send a video link of the Arlington Mill event, as well as a MobilityLab video of teachers who are now biking to work.

Our Shared Street Pop Up [video](#)

["Arlington Public School Employees Make the Switch"](#) blog post and video

Bus Stop Siting Safety Working Group

Staff will convene a new working group under the JCTC to look at bus stop siting considerations. Committee members suggested the following:

- 1) use the same walk zone considerations for assigning bus stops (i.e., if the WZWG designated a road 'orange' – not for Elementary students to cross – then ES bus riders should not be expected to cross said road to reach a bus stop.
- 2) Lighting should be a consideration.
- 3) Look at where transit stops are sited for guidance.

The first meeting will convene this week.

Where's the Bus App

APS-Transportation is beta testing a Phone App that will tell parents where the bus is relative to their stop. Mr. Garcia-Ablanque said he would like to pilot test with parents and asked the Committee to help recruit volunteers to test the app. Cost of \$1.55/year per user to supply the app. This version does not yet have the capability for principals to check for bus timeliness.

Action: Send volunteer tester contact info to Ms. Haldeman by the end of the following week; include bus route information.

***Several parents spoke up at this time to voice concerns about late buses, particularly at Kenmore and TJ Middle School. In response, Ms. Haldeman asked staff to return to the Committee in November with a presentation on the bus system and the factors influencing bus arrivals. It was noted that APS also needs a Customer service portal to capture concerns and follow up.

Action: Bus presentation from APS staff at next meeting.

Transportation Policy and PIP Revisions

Mr. Chadwick requested Committee review of APS Transportation Policy and PIPs. He noted that the last update was about six years ago and since then more student transportation safety concerns have arisen. Policies related to safety – stop locations, walk zones and considerations – are particularly in need of revision and APS needs community feedback. He would like to bring the revisions to the School Board in late May or June. He will send a link to all relevant policies.

Action: Mr. Chadwick to send links to ACTC.

Administrative

The Committee agreed to a standing meeting time of the first Wednesday of every other month, save July when the Committee will meet the last Wednesday of June, instead. The dates will be posted on the ACTC website.

Next Meeting date: November 1, 2017

Meeting adjourned.