

**Arlington Heights Civic Association
Annual Meeting
January 11, 2011
Patrick Henry Elementary School Library**

DRAFT MINUTES

Attendees: Executive Committee Members: Stacey Whyte (President), Sara Snow (First VP), Lisa Bongardt (Treasurer, and Juliet Hiznay (Secretary); Residents: Chris Carbone, Peter Jones, David Jones, Teresa Jones, Mark Loughney, Jonathan Moore, John Morrill, Susan Minnick, Charles Minnick, David Shapiro, Jay Vennett, Jim Presswood, Janet Presswood, Jonathan Vu, Teresa Jennings, Michael Bromley, David Talley, Jay Jacob Wind, Michael Kavanaugh, Bernie Hoffman, Betty Siegel, Dan Morrissey and Ted Black; County Staff: Steve DelGuidice, Jason Mumford, and Bill Roberts

President Stacey Whyte called the meeting to order. The first order of business was to approve the minutes from the October meeting. Due to a discussion about the minutes, Stacey Whyte requested that the issue be revisited at the end of the agenda.

Columbia Pike Planning

Stacey Whyte introduced Jason Mumford, Steve DelGuidice, and Bill Roberts who are working on issues relating to Columbia Pike Planning.

Mr. DelGuidice (Arlington County Transit Bureau Chief, DES) presented the Columbia Pike Transit Initiative. He explained that the CPTI is preparing an application for federal funding and that an environmental assessment is under way to compare difference transit option (especially enhanced bus service versus streetcar service). Mr. DelGuidice indicated that buses were moving 15,000 riders a day, that the problem encountered with the buses is bunching – which affects operation. He further stated that they are already seeing a growth in transit and will continue to see more. Mr. DelGuidice stated that the some bus service will stay in place even with a streetcar, and that the streetcar would replace some of the “trunkline service.” The streetcar would be sleek, comfortable, have automatic control – which is smooth, more capacity, big windows, level boarding, and multiple doors. Fares would be collected “off-vehicle.” Based upon feedback from the public meetings held last November, a proposed stop was added at Oakland Street. One maintenance facility would be needed (two potential locations identified are at Long Bridge Park and at NOVA – Alexandria campus). An initial fleet of 12-15 vehicles is being studied, including spares. Streetcar technology still requires overhead wires since the best on board power source is still limited to a 1 mile distance offwire. The CPTI meets monthly at the same time as the Multi-Modal project (streetscape design for full street the length of the Pike in Arlington County). The two projects coordinate as closely as possible.

Bill Roberts presented the Multi-Modal Project, which is a streetscape project indicating that streetscape from Walter Reed to Oakland had just been completed, and now work is being focused on Wakefield and Four Mile Run. The group meeting with CPIT, a group of civic association representatives, but they want to get as many residents to the meetings as possible. The last meeting was about the roadway spaces, and the next meeting with CPIT will address sidewalk areas.

Independent of the transit initiative, they notion is to achieve smoother traffic flow with, as much as possible, as consistent 5-lane section (center lane for left hand turns and medians plus two travel lanes in each direction, plus pedestrian friendly sidewalks and a tree zone. The possibility of forming a parallel bicycle route is being analyzed – which would not be on the Pike but would run on parallel streets.

Websites with all information are at pikemultimodal.com and piketranisit.com.

Q&A (Steve DelGuidice)

What is off-vehicle fare collection? Off-vehicle fare collection is a system using machines that are on the sidewalk. Riders swipe their SmartTrip cards and then board. It is an honor system, and if anyone gets caught it would be a civil violation with a fine.

What are the odds of funding? Prospects are difficult to project for federal funding. It depends upon the funding level of the new draft of the Transportation Reauthorization Act. After the mid-term elections, less optimistic than before. The last federal gas tax increase was in 1988. Other funding options are state and local, and potentially developer contributions.

Will streetcars in the roadway cause backups? We think we will see a benefit on traffic impact, we'll see with the modeling we are doing.

If the transit program operates at a deficit, who will it hit? Funding is expected to be a combination of federal, state and locals. There may be some cost savings in operations, as fewer operators would be needed than what is required for buses.

(Bill Roberts) Regarding congestion, we believe a consistent 5-lane roadway with left turn lanes will help quite a bit.

(Steve DelGuidice) Will the various systems in DC Alexandria and Arlington be compatible? We are working with WMATA to ensure compatibility. Communication system compatibility will be critical.

(Bill Roberts) Are you working on light synchronization? Yes we are already working on it, it is not fully implemented.

(Steve DelGuidice) Traffic signal priority is already in place for emergency vehicles). We would rather have our stop on the "far side." Can that cause a blocked box situation? That can be a problem – it all requires enforcement.

Would the system be integrated with the Fairfax County system? Yes, for the trip from Skyline to Pentagon City – it will be a single car.

Where are the stops? Glebe Road, Walter Reed Drive, Penrose Square, Courthouse Road.

What is the plan for operation? We are modeling a 6 minute headway, with operating hours matching Metrorail. The headway may need to be reduced during non-peak hours.

Is Fairfax proposing any commuter parking? The possibility of a Transit Center is being analyzed, which would be a location where streetcar-bus transfers would be done.

Is there going to be an extension to the Mark Center off Seminary Road in Alexandria? Yes, and also to NOVA-Alexandria campus – a possible partnership and potential training program to support streetcar operations.

New Urgent Care Center

Stacey Whyte introduced John Jones, MD, owner of the new urgent care center opened at Westmont Shopping Center where the Blockbuster used to be. Dr. Jones gave a summary of the services. Dr. Jones stated that he and his partner are both doctors experienced in emergency medicine, and that he himself has experience in pediatric emergency medicine. The Center is open from 8 am to 8 p.m. Monday through Friday and 10 a.m. to 4 p.m. Saturdays and Sundays. They provide urgent care, and do not manage chronic conditions. They can do x-rays, splinting, electrocardiograms, and laceration repairs. If people need emergency care they are sent to Virginia Hospital Center or to Inova. Labs can be dropped off for pick up once a day by Lab Corps and Quest. They are interested in expanding into occupational health as well. They accept the follow insurance: Anthem, United Healthcare, Cigna, Aetna, Coventry and Care First. They are aiming for a wait time of 60 minutes. A two-hour wait is a long wait there. A ribbon cutting ceremony is scheduled for January 20, 2011.

Neighborhood Conservation Update

Stacey Whyte introduced Juliet Hiznay, Neighborhood Conservation Representative to report on the status of the neighborhood's funded and proposed NC projects. She reported as follows: In December, the Neighborhood Conservation Advisory Committee (NCAC) recommended funding the Irving St/Arlington Blvd. Phase II project (frontage project). It will go to the Board for final approval in February. The Consolidated Streetlight project (Highland and Ivy from 7th to the Pike and 9th Street) has been successfully petitioned. The county has begun converting all Carlyle streetlights to LED, not just for new lights but also for existing lights. The

LED Carlyle lights were just installed on Fenwick Street, but the lights are not yet on. For those interested in seeing the LED lights, Fenwick Street is a good example of what they will look like.

Juliet also announced that the NCAC Points Committee approved a Micro Projects Fund for projects of 10,000 or less. It is meant to function much like Missing Links, a program where sidewalk can be installed in front of 3 properties or fewer when conditions are perfect and minimal design is required. It is meant to be quick and projects are staff selected and administered. An example in the neighborhood is the sidewalk built on the west side of Fenwick at Second Street where Fenwick and Garfield merge. The Micro Projects Fund can only be used for capital projects, which means they must last at least 10 years. Some examples are outdoor furniture, trash and recycling bins, kiosks. The program funding will need to be approved by the County Board in February, with a first application deadline of March 1. Stacey Whyte announced that a petition is circulating to schedule a special civic association meeting on Tuesday February 8, at 7 p.m., at Patrick Henry Library to discuss suitable microprojects that could be proposed by AHCA. Sara Snow asked if the Micro Projects Fund could be used for our 5th Street Project, and Juliet answered that no, it would be too much expensive since the old Carlyles are about 5,000 apiece installed, but the new LED lights are at least 20% more expensive.

Regarding the status of Irving Street Phase I, funded in December 2009, Juliet announced that the survey work had been completed, and temporary easements were being sought from residents. The preliminary water main replacement work is under way, and the utility poles must be moved. This project will likely be built out in advance of Phase II of the project. The intersection redesign and construction at Irving and Arlington Blvd. is being designed separately and funded through a grant. Survey work has been completed on the frontage, but the markings have nothing to do with the final design – they merely mark utility lines. Juliet is hopeful that the signal replacement at the intersection will ease the wait time, which is not supposed to be 12 minutes during rush hour. It does not look like we will have any left turn lanes from 50 as part of the intersection design.

Treasurer's Report

Lisa Bongardt reported that in 2010 the civic association has 89 memberships, with 86 family and 3 business. For 2011, there were 12 memberships before the meeting and another half-dozen at the meeting. She reminded everyone that dues must be paid in order to vote in the annual election of officers. Lisa reported a bank balance of 2,348, with 2,500 earmarked for park improvements.

Election

Lisa Bongardt, Nominations Coordinator, reported on nominations as follows: Stacey Whyte, President, Jay Vennett, First VP, Betty Siegel, Second VP, and Sara Snow as Treasurer. Teresa Jennings self-nominated from the floor for Secretary.

Each candidate made a short statement on why they were interested in serving. Jay Wind moved to vote for this slate of candidates by acclamation, which was seconded, and passed. The members voted in favor of a vote by acclamation for this slate of candidates, which were unanimously elected. Stacey Whyte thanked the outgoing officers, and congratulated the new board.

Minutes

The discussion of minutes was tabled until the April meeting.

Minutes prepared by Juliet Hiznay, Secretary