

Citizens Advisory Committee on Transportation

April 19, 2018 - 7:00 pm- 9:00 pm

TJ Elementary School Media Center

Draft Meeting Minutes

Attendance

CACT Members

Member	Present
Andrea Caumont (Chair)	Yes
Paul Baldino (Vice-Chair)	Yes
Bill Ackerman	Yes
Doug Devereaux	Yes
Addison Heard	No
Steve Knight	No
Dave Gustafson	No

City Staff

1. Paul Stoddard
2. Jeff Sikes
3. Kate Walker

Liaisons

Liaison	Present
David Snyder (City Council)	Yes
(Planning Commission)	N/A
(Youth Representative)	N/A

Agenda-

The CACT met jointly with the Environmental Sustainability Council (ESC) for a discussion and staff presentations on the potential for shuttle service and Autonomous Vehicles in the City of Falls Church. At the conclusion of the discussion the CACT met separately on the following items.

1. Committee Member Reports
2. Staff Reports
3. Information Item: CACT 2017 Priority Tracking Sheet
4. Discussion Item: CACT letter of support for the NVTA West Falls Church Grant Application

Joint Meeting with the Environmental Sustainability Council (ESC)

The first part of the meeting was a joint meeting and discussion with the Environmental Sustainability Council (ESC) on the subject of potential shuttle service in the City and the emerging technology of Autonomous Vehicles (AV).

Paul Stoddard made a presentation on the transportation chapter of the Comprehensive Plan , “Mobility for all Modes” adopted in 2014. He presented tables linking the Chapter’s short, medium and long range goals to the policies and projects implemented and planned. In response to a question from Cory regarding shuttles, he stated that a 2013 feasibility study did not find fixed-route shuttles to be feasible. He expected the new I-66 tolls to restore the Metrobus route 3T between the West Falls Church and East Falls Church Metrorail stations. He cited an analysis that indicated direct user payments only cover about 30% of operating costs for transit, and 50% for auto travel. He also indicated that bike share to be the most cost effective way to reduce auto use. (Slides are attached in Materials packet)

David Snyder spoke about the George Bus experience and lessons learned from that venture. George began service in 2002 with four buses serving primarily neighborhood fixed routes in the city. Service was terminated in 2010 because of poor ridership and a souring economic climate. The buses were sold to Arlington.

Mr. Snyder cited four lessons from the George experience: (a) Know your goals. In the case of George the service was providing transit service, environmental performance, moving rides through business corridors, supporting social equity and safety (2) Get citizen and City Council support (3) Be careful of technical risk-the City opted for clean diesel technology which brought uncertainty in maintenance costs (4) Be careful with publicity- Images of low ridership in times of economic recession hurt support for the project.

Dalia Leven, a transportation planner with the firm AECOM, distinguished between connected, autonomous and automated. She predicted widespread availability of ADAS (advanced driver-assisted systems) in 2020-2030 and a 40-60 year transition period to full market penetration.

For autonomous vehicles (AV) shuttle projects ideal routes are short, speeds are low (12 mph) with flat terrain and limited conflicts with other modes. Busy city streets are the most complicated. No local shuttle pilot projects with AV are profitable yet. A government decision to pilot projects would be a leadership position. With a higher ratio of capital to operating cost for AVs, leasing is a good option to keep up with advancing technology. There is not yet a timeline for adoption of connectivity standards. To provide transit options, consider subsidizing citizens use of existing services like Uber or Lyft, although they are not beneficial environmentally or for congestion issues with single riders. (Slide presentation is attached).

1. Committee Member Reports:

- Paul Baldino reported that he intended to testify at the NVTC Public Hearing on May 10th in support of the West Falls Church Transportation Project and NOVA Parks W&OD dual trail project.
- Andrea reminded the committee that May 9th is Walk or Bike to School Day.

2. Staff Reports:

- Jeff reminded the Committee that the annual Bike to Work Day will be on May 18th and the City is sponsoring a Pit Stop on the W&OD trail at Little Falls Street.
- He provided details on a proposal to add more on-street parking on Park Ave and N Maple Ave in the vicinity of the new Northside Social to support businesses in this area of the City.
- The City has been awarded some transportation grants. One grant of \$700K will install a HAWK signal on Haycock Road and pedestrian improvements along Haycock Road. Another recently awarded grant (\$600K) will provide funding for pedestrian crossings at Berman Park linear park.

3. Information Item: CACT 2017 Priority Tracking Sheet:

No changes were made to the tracking sheet.

4. Discussion Item: CACT Letter of Support for the NVTA West Falls Church Grant Application:

Andrea had prepared a draft CACT letter of support for the NVTA West Falls Church Transportation Grant the City is seeking for the West Falls Church Campus and Economic Development Project. Comments should be forwarded to Andrea by April 29. The CACT will take action on the letter of support at the May meeting.