

**Fairlington Citizens Association
Executive Board Meeting Minutes
Fairlington Community Center
3308 S Stafford St
October 13, 2016, as approved**

Board Members Present

Vice President Jonathan Ansley
Treasurer Ed Hilz
Secretary Lindsay Willmann
Director Kent Duffy
Director Evan Harvey
Director Hugh Baumgardner
Director Chris Weathers

Board Members Absent

President Guy Land

Call to Order

The Executive Board meeting was called to order at 8:12. Vice President Ansley presided and noted the presence of a quorum.

Approval of Agenda

There was unanimous consent to approve the agenda distributed by President Land by email and hard copy.

Approval of Minutes

There was unanimous consent to approve the minutes of the meeting of September 12, distributed by email October 6.

Officer Reports

President

Defers

Vice President

Defers

Treasurer

Electronic copies of the information were sent earlier in the week. Cash balance is up to \$61,000 as compared to last year's \$56,000. The AFB has generated a net profit of \$1,213 for October, which is about the same as the profit from the past two years. The Profit and Loss Statement prepared by our accountants shows \$4,562, and we are not running a deficit. We are under-budget for each tracked category. We will probably be going over for accounting fees, but otherwise we are below projections. We exceeded our projected amount for the donations, and profit from t-shirt and tote bag sales will be

shown on the next report. The current report does not take into account increased expenses for the website migration. We budgeted \$300 and we are already up to \$177 in hosting fees. Our cash balance should cover any overages to include compensation for Christine's website work.

Secretary

Bill Endicott, resident of Brookmont, got in touch to ask about aircraft noise and what we've worked on with regard to it. They are exploring their options now and wanted to see if we could send them background information. I wanted to see who the point person is on this and if they would like to get in touch with him or if they can share the information with me so I can pass it on. Treasurer Hilz will share information he has on the subject with Mr. Endicott. After speaking with the nonprofit Elevate on technology grants, it seems the cost will outweigh the benefits.

Unfinished Business

Santa Ride

Vice President Ansley will get information to Director Harvey and Secretary Willmann on this.

31st Street Project

Treasurer Hilz will send on a letter of support that this is our priority as a neighborhood. He moved that the Board approve the letter to the NC staff with regard to the 31st Street project indicating this project as our priority. Director Harvey seconded and the motion passed unanimously. The project will run from Woodrow Street to Randolph Street by the bus station. A sidewalk will be installed from the other side to the bus station and new lighting will replace the current standard lighting. Invasive plant removal and replanting will also be completed. Estimated time frame is two years for project implementation. Completion will take 6-10 weeks once work has begun.

New Business

Website Redesign

After reviewing a few options and templates, Christine did a few mock ups to see what the new site would look like. One of the big questions is top versus side navigation. Out of five options a number of Board members were in favor of Option 1. Director Baumgardner made a motion to move forward with Option 1, which was seconded by Director Harvey and unanimously approved.

Home Improvement Showcase

Director Weathers gave an update on the status of planning. He is unable to get more than the multipurpose room and one classroom from the end of January to the end of spring. The staff has been adamant about compliance with fire codes when using the facility, which is a concern with the sessions. Director Baumgardner brought up the idea of using Abingdon as an alternate site. Director Duffy suggested we reserve the FCC as a backup and work for Abingdon as our number one option. General consensus is that vendor and speaker costs increase and crowd control methods be considered. Director Weathers would rather make it ticket-based than first come first serve the day of. Director Weathers will choose two Saturdays to reserve the FCC and the Board agreed to discuss further details at the next meeting.

Recycling Center Relocation

Treasurer Hilz noted if they move to the Trade Center no Sunday recycling will be available. He suggests we express concern there. Director Duffy wanted to see if an expansion of hours will be possible. Director Baumgardner mentioned that moving it to the Trade Center will eliminate the dumping issues and allow further regulation and monitoring.

Halloween Contest

Director Duffy will send out an update on the Halloween Contest via email and will check in with Director Harvey. Copperwood Tavern is donating gift cards which we can supplement as needed. All is going well. The Board voted unanimously to authorize \$150 for funding for the contest.

Nomination Committee

Vice President Ansley will begin working on nomination tasks, with support from Director Weathers and Director Harvey.

Next Meeting

We will clarify on signage and the Board reviewed the duties spreadsheet as a group.

FCA Drop Box

Treasurer Hilz made a motion to replace the FCA drop box at the FCC over email on October 23th, which passed unanimously.

Adjourn

Vice President Ansley motioned to adjourn, which was seconded by Secretary Willmann and passed at 8:58.

Respectfully submitted,
Lindsay Willmann, Secretary

Appendix I to 10/13/16 FCA Executive Board Meeting Minutes
Notes
Fairlington Citizens' Association Presentation by
Steve Yaffe, Arlington County Transit Services Manager
10/13/16
Fairlington Community Center 3308 S Stafford St

Vice President Ansley opened the proceedings with general announcements and a welcome for our guest speaker, Mr. Steve Yaffe from Arlington County Transit Services Manager.

Mr. Yaffe explained that he oversees ART and STAR and will be discussing the ten year county Transit Development Plan, updated every year and approved by the Board in July. It includes both ART and Metro buses and covers the needs of Arlington County.

The service recommendation was revised based on community input, and is not final until implementation. The recommendation as it currently stands is that 22F would stay as is. 22A,B,C would be split into two ART routes. North of Shirlington would be the new ART 44 with services to Ballston and Marymount with the goal of attracting a new market given low ridership on existing metro buses. Fairlington would have a peak route, ART 88, to connect this neighborhood to the Pentagon at rush hour to ensure transit times are still reasonable for commuters (the new frequency will take about 7 minutes longer than the current bus route due to stops in Shirlington). Off peak, the ART 87 will run. It will connect Glebe to Shirlington (including Arlington Ridge) and will be extended to Fairlington for those traveling at off-peak times of day. On weekends, Fairlington would gain service to outside areas.

Arlington Transit is still in the process of planning. They still need to purchase buses and plan with Metro. Metro's process includes a look at service needs and operations, public hearings (including one in Fairlington), and a comprehensive package for Virginia, Maryland, and D.C. It also undergoes a Title VI (or Civil Rights) analysis to ensure all communities receive equal access to busing. The final recommendations are then approved by numerous Boards, including Arlington County.

Due to coordination issues with Metro and Metro's focus on rail improvements, Arlington County will not be moving ahead with the current proposal in FY18. They are still working to develop a new schedule, and will continue with the internal vetting process (including the Transit Advisory Committee meetings) to ensure the plan addresses all local transportation needs.

Mr. Yaffe shared handouts with the audience and asked for suggestions to improve them as needed. He then opened the floor for Q & A.

Q&A

Q: How often does the 22F run? It is currently packed and I have concerns about the impact of these changes. Several buses are running late here and at the Pentagon.

A: The schedule would be unaffected because it offers peak service. It currently runs every 20 minutes. Mr. Yaffe asked for clarification on which buses are running late. William further added that Arlington Transit will have to coordinate with Metro because of coordination issues with other Northern Virginia systems. They can then identify where they are coming from to minimize late buses and other issues.

Q: What will improve and not change under the new plan?

A: We're trying to develop Marymount into a market similar to American University, as it currently has little service. The 22 line from Shirlington to Fairlington does not have the ridership to maintain 22A on its own according to Metro standards. Those lines that run south of Fairlington need transformed for smoother service to and from the neighborhood.

Q: Who is our point of contact to WMATA so we can communicate with all players?

A: Andre Stafford is the planner for Virginia, he would be a good contact in WMATA. We are also point of contact for improvements and concerns.

Q: Is there a way to get from Shirlington to Fairlington during the day?

A: Currently it's the 22A. It runs during the day (20 minutes peak, 30 minutes midday, 40 on Saturday and hourly on Sunday).

Q: How does this plan work if the concern is guaranteed 10 minute service to the Pentagon?

A: Ridership and travel time analysis are necessary to determine if and how the plan will work.

Q: Do you have any information as to if the ridership out of Fairlington has been constant over the years?

A: As part of the TDP process, we did look at ridership at route level system wide. The next step is to break the system level down to route and stop levels. No part of the plan is set in stone, and given the level of concern we can revisit certain components of the plan (i.e. the 22F).

Q: Is there some other piece of analysis that would better explain what the impact of removing 22A?

A: Our purpose in this planning process is what can increase and maintain ridership. We still have time to work these details.

Q: Has the analysis included whether or not decreased metro ridership has impacted the perceived decrease in metro bus ridership?

A: Telework and metrorail has hurt some bus routes. Data by route currently exists, but separating by stops and branches is difficult as technology is still improving.

Q: Would it be possible to make the ART 88 a more direct route? If we don't, ridership on that new route may suffer as residents wait for the more direct route.

A: The challenge with ART 88 is ridership. Our service standard is 12 riders per hour. We would have to ask residents to stop riding the 22F and start using the 88 to be productive enough. From our perspective, it will be counterproductive to make it a more direct route because it will compete with the other route.

Q: With the introduction of HOV lanes on 395 do you anticipate any slugging of the bus lines?

A: We will put that question to the folks involved in the 395 planning project.

Q: Fairfax County has began experimenting with Uber services. Have alternative means to reach service and budget been considered (with getting people from Fairlington down to Shirlington)?

A: Other places have tried this and many of the experiments have gone poorly. Our main concern is risk management and they are currently working on satisfying that. In our Transit Plan, we have flex zones where service isn't provided off-peak or its unproductive. The concept would be residents booking the ride on an app, the ride is then geofenced to the route needed. This option will be studied.

Q: Would changes to the plan post-implementation require another year to address or is there an expedited process for that?

A: Schedule changes don't go through the year-long process, and take about 5-6 months. Major service changes take about 6 months to 1 year. We're tried to Metro schedule so it would take some time.

Q: When would be a good time to have you all back to discuss different options with ART 88?

A: It may be over a year from now, given the current Metro schedule.

Note: In general, there was a consensus that current services has steadily declined over the past decade. Buses arriving late (to both the neighborhood and the Pentagon), overcrowding, and bunching (several arriving within minutes of one another off-schedule) are a prevalent issue. Residents are hoping for improvements to service to improve ridership rather than degradation of the route as a means to boost ridership. It was also noted that the 22A serves Alexandria residents (namely Parkfairfax) off-peak, and there are concerns about how these individuals will access the Pentagon during the day and weekends. ART87 would double or triple the run time for off-peak service to the area. The challenge is do Fairlington residents want a more direct, but possibly longer route or two "shorter" routes.

Arlington's concern is that the proposed new route (ART 88) would not meet the 84 rider a day (12 per hour) service standard and would be canceled in the future. Based on Fairlington resident feedback, they feel they have a lot of work to do to address the issues proposed.