

Fairfax FSS Meeting Notes

Monday, 5 December 2022: 6:30 pm to 8 pm

Advisory Committee Agenda on Zoom

- **Introductions** 9 attendees
- **Old Business**
 - Summary of the World Day of Remembrance event on Nov 20th.
 - Approximately 60 people attended, including 4 District Supervisors (Palchik, Walkinshaw, Alcorn & Lusk), the Superintendent of FCPS, Dr. Michelle Reed, Chief of Police, Kevin Davis and Tom Biesiadny, Director FCDOT.
 - The 4 guest speakers were District Supervisor Dalia Palchik, Dr. Reed, Chief Davis and Tom Biesiadny
 - 21 chairs draped in white covers were assembled facing the audience. As the names of each pedestrian killed by a driver of a vehicle in Fairfax County in 2020 was read out loud, volunteers from the audience placed a candle on top of the chair.
 - Fairfax FSS presented a series of “Asks” that Ffx FSS Board member Phil Kemeloread to the audience. The Asks are directed at VDOT and the County’s Policymakers and can be read in the link [Local Media Coverage of Ffx FSS World Day of Remembrance \(WDoR\) Event – Northern Virginia Families for Safe Streets \(novasafeststreets.org\)](https://www.novasafeststreets.org)
- **New Business**
 - Teen killed in Baileys Crossroad / Culmore at Columbia Pike & Tyler Street on Nov 16th. This is the 6th pedestrian fatality in the Mason District and the third high school student walking to or from school that have been killed YTD 2022. The Culmore Community has started a petition to VDOT and FCDOT to make basic street safety improvement changes at the intersection where the Nov 16th fatality happened. Please support this effort by adding your name to the petition and forwarding it. <https://www.change.org/p/justice-for-lesly-diaz-bonilla-street-safety-in-bailey-s-crossroads-culmore>
 - Del Kaye Kory, who was attending the Ffx FSS chapter Dec 5th meeting, said that to fix that intersection it would require an upgrading of the signals, which according to Del Kory, is the responsibility of FCDOT and funding for such changes needs to be approved by the County’s BoS. To make traffic regulation changes requires the State’s Legislators plus the BoS support, all of which only comes about with strong community involvement.
 - For example, the pilot speed cameras at school zones and in construction zones is a result of community advocacy that helped make those changes last year, but more than half the House of Delegates and all the School Board members will be up for reelection next year. Now's the time to become strong advocates for street safety changes with a policymakers
 - Del Kory said VDOT allows local jurisdictions to take action and then it's up to the jurisdiction to fund the changes. VDOT does not fund road design changes. To help improve our citizens advocacy efforts we should look at downstate communities like Waynesboro and communities where there are private schools or universities like JMU and Longwood. Del Kory volunteered to talk to Terry Kilgore, who's the heading up the GOP side of the House of Delegates, to see if we can find some Republicans

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to work with on traffic law changes. But coordinate with Kory first because of redistricting probably 50% of the House of Delegates will change names.

- A discussion ensued among Ffx FSS members about whether VDOT or FCDOT controls the vast majority of the roads in Fairfax County as well as it was debated as to how responsive VDOT has been to actually make changes to the roads rather than just talking about studies.
- Another topic was how to improve safety around the schools and the importance of crossing guards. The police hire crossing guards, but FCPD is badly understaffed. They have funding problems to hire a full capacity workforce. We should talk to the Board of Supervisors about making sure there is money allocated for crossing guards. FCPS need at least eight crossing guard and this program could be connected with Safe Routes to School programs. There's a certain stigma within the police force to be an SRO or a crossing guard. It is not as prestigious as an officer on the beat which also contributes to the difficulty of finding qualified crossing guards.
- The issue of keeping an accurate count on the number of pedestrians killed in the County was discussed. No one seems to take an accurate, broader count of pedestrian fatalities on places like 495, Fairfax City, nor Dulles Highway. FCPD just keeps track of the County roads controlled by the County or VDOT. In addition, we don't really know what the number is of pedestrians or cyclist who have been seriously injured. FCPD has a count of roughly 108 pedestrians who have been seriously injured as of early November. How do we get the SI data in the County? We need to find an answer.
- Another question came up about drivers who are crashing their vehicles into bus stops. The public is encouraged to take public transportation but then pedestrians are hesitant because several vehicles have crashed into bus stops. Jamie said this is a problem in her neighborhood. Again, there seems to be no public disclosure on the number of such incidents and where these crashes are happening.
 - Dale was going to look into who tracks this type of information. It used to be on the FR 300 accident reports, but he is not sure that data is still available. He will look into the data bases and report back to us.
- The topic of implementing automated speed enforcement (ASE) is coming up for a vote at a BoS meeting tomorrow. The BoS is looking for public comment. Chris French is going to be a speaker for Ffx FSS at the meeting and Sonya will speak on behalf of CSG. Ffx FSS will submit [public comments in support of the ASE pilot program](#).
- Phil Kemelor suggested that we need more contact with our membership about upcoming meetings and topics on policy issues. We should alert people about petitions, pending BoS votes on traffic regulations, etc. We should let our members know that something's coming up and what they can do in terms of registering their voices on the issue. Stephanie, Jamie and Sarah all endorsed Phil's comments and said we should create better communications about the action alerts, maybe have a form letters and petitions ready to sign or copy. Stephanie is going to look at what WABA does in terms of community automatic communications form letters, and how to take action on things. She will let us know about that.
 - There was also a question of can we create petitions online through some advocacy organization.

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- A Blake Lane Safety Advisory meeting was recently held and Chris French reports that the schedule for Blake Lane Corridor road safety audit (RSA) with VDOT has been released and it will span the next 12 months. There's more detail in a timeline schedule for that. Chris will keep us apprised of what's happening on that audit schedule.
 - There is a question regarding Blake Lane and what is defined as a school zone boundary. There is a debate. This could be an opportunity to lengthen the school zone to where the kids actually are walking as opposed to just 100 yards around the school.
 - There was also disclosure there are two new Safe Routes to School staff members that have been hired. Both are part of the Fairfax County Public School Systems Facilities Management staff which Justin Moss is the department manager. We should invite the two new SRTS representatives to one of our meetings.
- **Upcoming Events:**
 - **January 2023 Fairfax FSS meeting** – Monday, January 9, 2023