

RESTON MASTER PLAN SPECIAL STUDY
TASK FORCE
July 26, 2011

Task Force Meeting
RCC Lake Anne

Draft Meeting Summary

Public Comment:

7:05 – Remarks from Reston 2020 representative, Tammi Petrine:

- As the Task Force moves forward with considering a development scenario for traffic analysis by the County's Department of Transportation, RCA Reston 2020 would like to bring the Task Force's attention to the alternative scenario it presented in its recent paper, "Reston TOD Planning: More Balance, Less Density Needed. Refer to the following link to read comments in their entirety:
http://www.fairfaxcounty.gov/dpz/projects/reston/communitydocs/07.26.2011_rca_reston_2020_stmt_tod.pdf
- 7:12 - Doug Pew stated that there is not enough funding or facilities for additional development. Colts Neck sidewalk improvements have been delayed. He is concerned with the way Tysons is beginning to develop. He urged the TF to consider the access issues around the Sheraton on Route 7. With Wal-mart coming to Tysons, the major concern is that residents in that area will no longer be able to get out of their neighborhoods. The lack of a grid of streets is not helping matters.

7:15 - Administrative items:

- Patty Nicoson discussed the MWAA shared agreements for the remainder of the project. Fairfax County Board of Supervisors (BOS) vote today included the request for surrounding counties to share the cost of garages. Fairfax County officials are concerned about the cost of taking over Route 28 station and would like regional assistance. The BOS Action Item is available for viewing here:
<http://www.fairfaxcounty.gov/government/board/bdagenda/2011/7-26action9.pdf>
- Update on the Planning Commission's Tysons Committee discussions. At the July 14, 2011 meeting, Dranesville Planning Commissioner Jay Donahue and Hunter Mill Planning Commissioner Frank de la Fe showed their support for Planning Commission efforts to work towards more transportation improvements in Tysons Corner. The staff proposal for funding transportation improvements is available for viewing here:
http://www.fairfaxcounty.gov/planning/tysons_docs/implementingtransportation071411.pdf Commissioner de la Fe stressed that these were staff proposals and that the PC is not close to making recommendations.

- Town of Herndon meeting and report from consultant. Documents from meeting can be viewed here: http://www.fairfaxcounty.gov/dpz/projects/reston/documents_reference/07-13-2011_herndonpc_memo_fiscal_findings.pdf

7:23 – Heidi Merkel, Update on Steering sub-committee, presentation available here:

http://www.fairfaxcounty.gov/dpz/projects/reston/presentations/07-26-2011_presentation_steering_comm_update.pdf

- Heidi discussed the central element of the Steering committee's challenge which is phasing to reach the 2050 vision.
- Judith Pew expressed her concern about planning/developing to the forecast and that it will reduce the quality of life of the Reston residents.
- John Bowman shared his concern about delaying the job-housing ratio discussion. He said the longer it is delayed the less benefit it will have. It should be dealt with in the allocation.
- Jerry Volloy pointed out that the subcommittees established a Vision for each station with certain levels of development to reach the Vision. He added that now we are using the GMU forecasted absorption level for testing transportation. Heidi noted that having a vision beyond 2030 is fine but staff has concerns about trying to test the full level of development associated with the Vision for each station.

7:49 – Dan Southworth, Fairfax County Department of Transportation, Presentation and team introductions, presentation available here:

http://www.fairfaxcounty.gov/dpz/projects/reston/presentations/07-26-2011_fdot_presentation_model_mitigation.pdf

- Leonard Wolfenstein provided a recap of the regional forecast, purpose and evaluation. He explained that the Council of Governments (COG) Round 8.0 numbers are now being used for forecast.
- John Bowman asked why Lawyers Road was not included in study boundary. Dan Goldfarb said study area boundaries used in the model were determined based on land use study boundary and also some demographic information. They had to start with a quantitative study analysis. The boundaries can be adjusted for next model run.
- DOT staff confirmed that Round 8.0 includes the Plan Amendment for Tysons Corner
- Boundary of the Reston Pkwy widening is not static. DOT study will include possibility of widening as far down as South Lakes Road.
- The possible widening of the Dulles Toll Road was not included in the model.
- Dan Goldfarb discussed the modeling steps.
- Paul Thomas asked about the transfer costs i.e. bus to rail and vice versa. Is that accounted for? Staff explained that model includes a.m./p.m. symmetry, but the data is different for each mode.
- Question from public about whether upcoming increase in tolls are a factor in model and how it will affect local traffic. DOT staff explained that if tolls are increased it is possible to adjust the model.
- John Bowman asked how vehicles miles travelled (VMT) is measured with the model and with an increase in VMT will the experience on the ground will still get worse.

- Where is model survey data coming from? Is it from TOD areas from around the country? Staff stated that it comes from travel surveys in the local area.
- How easy is it to manipulate variables such as parking pricing, gas prices, etc? Staff explained that that is called sensitivity testing. For example: congestion pricing can be tested. Many variables can be tested, but the cost of this testing can be restrictive.
- At what point will staff test the impact of the proposed grid of streets in the station areas? Staff noted that some elements of the grid will be included in the next model run.
- Staff assured the TF that some of the mitigation measures can and will be tested.
- Dan Southworth discussed some examples of potential mitigation strategies, focusing on some key intersections.
- Discussion about specific intersection performance and potential for mitigation.
- Based on 2030 projections in Round 8.0 before additional densities associated with TF recommendation. The Comstock garage was included as a sensitivity study.
- Judy Pew suggested light rail along Fairfax County Parkway. Staff responded that a study is beginning this fall that will look at light rail.
- John Bowman suggested more residences by the stations and more bus access to transit station.

9:27 - Heidi asked the TF and public to consider these intersections and what may help to improve them. Also, give thought to what may be the tradeoffs and which intersections should be more pedestrian/bicycle focused.

RCA thanked Heidi for considering their alternative.

The meeting was adjourned at 9:30 by Patty Nicoson

Members Present

Bowman, John

Carter, John Anderson

Costello, Frederick

Gilley, Wade

Goudie, Robert

Keefe, William

Kennedy, Richard

Matthews, Milton

Mills, Colin

Murphy, Arthur

Nicoson, Patty

Otteni, Pete

Pew, Judith

Simon, Bob

Stowers, Joe

Thomas, Paul

Tobey, Phil

Volloy, Jerry

Walker, Robert

Williams, Kohann

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