

Route 28 Station – South Study

Working Group Meeting #3
L.L. Coates ES @ 7 PM, Thursday, 07-08-10

Meeting Summary

- Brian McMillan (Chair) motions approval of 06-16-10 meeting summary. It is approved.

FCDOT Presentation and Discussion with the Working Group about the Transportation Plan for the Study Area (FCDOT staff: Leonard Wolfenstein, Mike Garcia and Dan Southworth)

- A goal of a Level of Service (LoS) D is established for most of the County; A goal of a LoS E has been established in some of the County's activity centers.
- Two bus routes currently serve the study area. The County's 2009 Transit Development Plan calls for the two bus routes to continue to serve the area. The routes are to extend to the Wiehle Ave Transit Station after Phase 1 of the Silver Line opens.
- The County has done some estimates and prioritization for the current Transportation Plan recommendations, but this information was not available for the meeting. A request was made to provide this information as it relates to the study area at some point. Presently, it is unclear how amending the Comprehensive Plan will impact the transportation recommendations.
- A Dulles Toll Road overpass is shown currently on the Transportation Plan map. However, the staff recommendation is to realign the location of the overpass to the west so that it is not conflicting with the Rt. 28 Metro station.
- Tunneling a road under the Toll Road in lieu of an overpass would cost almost twice as much. The current estimate for a bridge structure is approximately \$20 million (not including reconfiguration of roads, land costs, etc.) No consideration of how to fund this north-south connection has been done by the County. There was a question as to whether tunneling would cost significantly more than an overpass, and further study and analysis was recommended before ruling out a tunnel option.
- The bridge would be multi-modal, serving buses, pedestrians, bicyclists and vehicles.
- Only two other bridges are planned to span across the Toll Road—both are in Reston.
- FCDOT's almost completed Transportation Demand Management study recommends a 35-45% trip reduction goal in peak hour for office and residential development in areas with a high level of transit service. Appropriate goals for the Route 28 Station area will need to be studied.

- A more grid-like pattern of streets may not have the system-wide benefits in the study area, like it will in Tysons Corner. If the street grid connects major roads, then there may be some benefit.
- Analysis shows that the overpass would serve more thru-traffic than Metro-bound traffic. Additional north-south connections that bridge the Dulles Toll Road barrier are needed.
- At the time the overpass was placed on the Comprehensive Plan, it was to help mitigate the transportation impacts of the existing zoning in the area.
- FCDOT staff will provide a comparison of the overpass options to the working group and it will be placed on the study's web page.

Working Group Comments:

- Additional/improved pedestrian/bicycle connections are more achievable than establishing a street grid.
- The working group needs to hear from people who have a stake in this area, to see what is feasible and what would be incentives to rezone.
- We have something here that is really good that just needs to be tweaked. We are not Tysons Corner, Reston, or Dulles World Center. We are not trying to create a city in Land Unit A.
- We should focus on the area north of Merrybrook Run.
- Jennifer Bonnette presented a revised Development Potential chart and a Population chart.