



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

Reston Network Analysis & Funding Advisory Group MEETING #10 MINUTES

DATE: August 8, 2016
TIME: 7:00 pm - 9:00 pm
LOCATION: North County Government Center

ATTENDEES:

Advisory Group

Andy Sigle (Advisory Group Chair)
Robert Goudie
Liana King
Cate Fulkerson
Maggie Parker
John Mossgrove
Absent: Delores Bailey, Tim Cohn, Bill Keefe, Mark Looney, Matt Valentini

Staff

Tom Biesiadny (FCDOT, Director)
Kristin Calkins (FCDOT, Network Analysis Project Manager)
Janet Nguyen (FCDOT, Funding Plan Project Manager)
Paul Davis (Hunter Mill District Office)

I. Meeting Summary

This was the tenth meeting of the Reston Network Analysis and Funding Advisory Group. This meeting had presentations on both the Reston Network Analysis and Reston Funding Plan. Hardcopies of the presentations were provided to all attendees; a digital version is available on the project website:

<http://www.fairfaxcounty.gov/fcdot/restonnetworkanalysis/>

General Discussion

- Chairman Andy Sigle called the meeting to order at 7:10 pm.
- The meeting minutes for June 20 were approved unanimously. Approved minutes are posted on the project website.
- Kristin updated the group on projects and meetings related to the Network Analysis:
 - There was a public meeting on the Hunter Mill Road and Sunset Hills Road Study on June 29. The meeting reported the latest findings of the study, included results using the new Roundabout methodologies recently approved.

Reston Network Presentation/Discussion: Phasing Analysis & Tier 3

- Kristin began the presentation with an overview of how the Phasing Analysis was done for existing conditions.
- An Advisory Group member asked what time frame was used for the Analysis.
 - Kristin clarified that the morning and evening peak hours were used for the analysis.
- Kristin clarified that the phasing analysis will also be done in 2050 conditions and the results of the two analyses will help determine when projects need to be implemented.

- Kristin reviewed the results of the Tier 2 analysis and gave an overview of the three areas that are being looked at as part of Tier 3:
 - Fairfax County Parkway and Spring Street,
 - Fairfax County Parkway and Sunrise Valley Drive, and
 - Reston Parkway from Baron Cameron Avenue to Lawyers Road.
- An Advisory Group member asked for clarification about the images, some of the alignments look off-center from the aerial photographs.
 - Kristin explained that it was the modeling tool's way of showing the background for users to check work and is not an exact portrayal of how the improvement will look in the future.
- A question was raised about if the improvements proposed for Reston Parkway offer enough 'bang for the buck' and if the improvements to Reston Parkway helped achieve the goal of transportation oriented development in Reston.
- A question was raised if there are improvements proposed south of Reston Parkway on West Ox Road.
 - Staff clarified that West Ox Road was recently improved and there are no plans for further improvements.
- An Advisory group member suggested that Reston Parkway serves as a way for people accessing residences and businesses in Reston, while Fairfax Parkway serves more through trips. With these considerations, they asked if Reston Parkway could/should be slower and improve Fairfax County Parkway instead.
 - This opinion was echoed by many Advisory Group members.
- A question was asked if all the 2050 improvements were assumed in the analysis.
 - Kristin clarified that all of the Reston Phase I improvements are included in the forecasts used to test the improvements.
- Many Advisory Group members expressed skepticism on how the Super Streets would work, and were concerned about the ability for people to access both the retail and residences off of Reston Parkway.
- Concern was expressed about the alternative with the flyover from westbound Sunset Hills Road to southbound Reston Parkway. There is an existing condo building in the northeast quadrant of that intersection that could be negatively affected.
- There was support given for the proposed dual left from westbound Baron Cameron Avenue to southbound Reston Parkway and that it seems like a smart easy fix.
- An Advisory Group member asked if it was possible to add a dual left on northbound Reston Parkway for Fox Mill Road.
 - Staff responded that it could be hard to add an additional turn lane due to the fire station.
- A question was asked if the McLearen Road extension would help Reston Parkway.
 - Staff indicated that the McLearen Road extension is already in the model, and it would not relieve Reston Parkway.
- An Advisory Group member asked if the improvements would benefit from the additional Toll Road Crossings.
 - Staff clarified that the volumes for Tier 3 assume the three Toll Road Crossings (Town Center, Soapstone and South Lakes). If these crossings were not included in the volume forecasts, the level of service and volumes on these facilities would be much worse.
- It was suggested by an Advisory Group member that there is nothing wrong with having LOS F on Reston Parkway.
 - Tom clarified that it is important to ensure that people can still travel through Reston.

- An advisory group member pointed out that the LOS F is only for the 'worst peak hour' and is not extremely bad.
 - Staff clarified that there are varying levels of LOS F, delays of 80-100 seconds are very different than delays approaching or in excess of 150 seconds.
- There was an expressed concern about the impact Super Streets would have on accessibility of developments and that people would be confused about where and how they could turn.
 - Tom offered to have more information on how Superstreets function at the next Advisory Group Meeting.
 - Kristin reminded the group that there are not significant improvements in LOS with the Superstreet alternative.
- A member of the community asked about how the phasing analysis was conducted.
 - Kristin clarified that each improvement was tested separately.
- A member of the community wanted clarification on the impacts the different proposed interchanges at Fairfax County Parkway and Sunrise Valley Drive would have on the homes in Polo Fields.
 - Staff clarified that this is a planning level study and was not looking at specific right of way needs. A future interchange justification report (IJR) will need to be conducted for any improvement and would look at the impacts on the surrounding area. Any right of way need would have to be identified and all local residents would be contacted as part of the future study. Any future interchange improvement would also involve public hearings.
- A question was raised if a connection from Fairfax County Parkway to the Herndon Parking Garage was looked at as part of this study.
 - Staff indicated that this connection was not considered due to the close spacing between this connection and the off-ramp from the westbound Dulles Toll Road. This new connection would create a weaving issue and be a safety concern. The improvement would require the construction of braided ramps.
- There was a question about the status of the study for the connection to the Herndon Parking Garage from Monroe Street.
 - Kristin indicated that the study has begun and is in its early stages.
- A member of the Polo Fields community indicated that they are concerned about their access to Reston being limited by the interchange improvement.
 - Kristin indicated that with all of the Phase I improvements and the grid of streets there will be more options on how to get to and from Reston from Polo Fields.
- Kristin recapped what alternatives are being proposed for the VISUM Tier 3 analysis:
 - Fairfax County Parkway & Spring Street: Option 1 (connection from Fairbrook Drive)
 - Fairfax County Parkway & Sunrise Valley Drive: Option 1 (Single Point Urban Interchange)
- Reston Parkway: Dual lefts on westbound Baron Cameron Avenue and the new connection from Lawyers Road to Fox Mill Road behind the park & ride.
- The Advisory Group confirmed that this seems to be an acceptable approach based on the options presented and discussed.

Reston Funding Plan Presentation/Discussion:

- Tom indicated that staff needs recommendations on the Funding Plan from the Advisory Group within the next month.
- Andy indicated that he was not sure if the group would be able to recommend one specific plan, but could possibly discuss and have opinions on the multiple plans; and to possibly suggest upper and lower boundaries for the various funding types.

- An Advisory Group member suggested that the group sit down and discuss the different funding options. There has been a great amount of information presented, but the group needs an opportunity to digest the information and an evening dedicated to discussing their opinions on the different plans.
- Andy requested that staff make a pros/cons sheet for the different funding alternatives that have been developed to help guide Advisory Group through their discussion of the Funding Plan.
- Kristin offered to coordinate with the Advisory Group to identify a date that worked for the greatest number of people. The possible dates were September 6, 7 and 8 to hold the Advisory Group work-session prior to the next Group meeting on September 12.
 - Cate offered Reston Associate facilities if there were no space available at the Hunter Mill District office on these dates.
- Andy raised the concern about increased vehicular trips in and through Reston and wanted to find a way to tie vehicle trips to funding.
 - Members of the Advisory Group commented that developments must provide traffic reductions and traffic studies/impact analysis in order to obtain approvals on site plans. Their goal is to reduce the amount of automobile trips.
 - Tom commented that the contribution rates take into account vehicular traffic because the more a developer develops, the more they have to pay into the funding plan.

II. Action Items

- *FCDOT Staff:*
 - Create pros and cons for the different Funding Plan Scenarios as input to the pending Advisory Group work-session.
 - Schedule Advisory Group discussion in advance of the September 12 meeting.
- *Advisory Group:*
 - Hold work-session to structure feedback on funding alternatives prior to September 12 meeting.

III. Next Steps

- Tier 3 Analysis
- Advisory Group Meeting September 12