FAIRFAX COUNTY PLANNING COMMISSION
TRANSPORTATION COMMITTEE/
TRANSPORTATION ADVISORY COMMISSION MEETING
WEDNESDAY, OCTOBER 20, 2010

COMMITTEE MEMBERS PRESENT:
Frank A. de la Fe, Hunter Mill District
Jay P. Donahue, Dranesville District
Earl L. Flanagan, Mount Vernon District
James R. Hart, At-Large
Kenneth A. Lawrence, Providence District

COMMITTEE MEMBER ABSENT:
Timothy J. Sargeant, At-Large

OTHER COMMISSIONERS PRESENT:
Walter L. Alcorn, At-Large
Suzanne F. Harsel, Braddock District
John L. Litzenberger, Jr., Sully District
Peter F. Murphy, Jr., Springfield District

TRANSPORTATION ADVISORY COMMISSION MEMBERS PRESENT:
Jeffrey Parnes, Chair, Sully District
Kevin Morse, Braddock District

FAIRFAX COUNTY DEPARTMENT OF TRANSPORTATION STAFF PRESENT:
Daniel B. Rathbone, Chief, Transportation Planning Division
Angela K. Rodeheaver, Chief, Site Analysis Section
Leonard Wolfenstein, Chief, Transportation Planning Section
Robert O. Owolabi, Chief, Technical Research and Analysis Section
Rick F. Stevens, Project Coordinator, Dulles Corridor Rapid Transit Project
Christin A. Wegener, Senior Operations Planner, Fairfax Connector Section
Beth A. Iannetta, Senior Transportation Planner, Capital Projects Section
Michael E. Jollon, Transportation Demand Management Proffer Coordinator, Traffic Operations

PLANNING COMMISSION OFFICE STAFF PRESENT:
Barbara J. Lippa, Executive Director
Kara A. DeArrastia, Deputy Clerk

ATTACHMENTS:
A. Reston East Park-and Ride Relocation Plan Memorandum Revised October 20, 2010
B. Sunset Hills Interim Commuter Park Proposal
C. Rail Construction to Impact Parking at Reston East Park and Ride News Release
D. Public Meeting Schedule for Proposed Changes to Fairfax Connector Routes 585, 595 and 597 and the Reston East Park and Ride Closure News Release
E. VISSIM – State-of-the-Art Multi-Modal Simulation Brochure

F. TDM Proffer Study Recommendations PowerPoint Presentation

//

Planning Commission Chairman Peter F. Murphy, Jr., constituted the Transportation Committee at 7:00 p.m. in the Board Conference Room, at 12000 Government Center Parkway, Fairfax, Virginia, pursuant to Section 4-102 of the Commission's *Bylaws & Procedures*, and indicated that the first order of business was to elect a Committee Chairman**.**

Commissioner Lawrence MOVED TO ELECT FRANK DE LA FE AS CHAIRMAN OF THE 2010 TRANSPORTATION COMMITTEE.

Commissioner Hart seconded the motion which carried unanimously.

//

WIEHLE AVENUE PARKING RELOCATION

Beth Iannetta, Senior Transportation Planner, Capital Projects Section, Fairfax County Department of Transportation (FCDOT), briefed the Committee on the plan to relocate parking spaces from the Reston East Park-and-Ride lot to four other lots after it closed for construction of the parking garage for the Wiehle Avenue Metro station, as explained in Attachments A through D. She said beginning on November 28, 2010, approximately 40 to 200 parking spaces would be impacted by preliminary utility work, and the entire Reston East Park-and-Ride lot (820 parking spaces) was expected to close on March 1, 2011 for construction. Ms. Iannetta explained that staff had identified four locations to provide temporary replacement parking during the expected three-year construction period:

1) Reston South Park-and-Ride, located at 2531 Reston Parkway, near the intersection of Reston Parkway and Fox Mill Road;
2) Reston North Park-and-Ride Lot, located at 11300 Sunset Hills Road, near the intersection of Sunset Hills Road and Wiehle Avenue;
3) Baron Cameron Park, located at 1130 Baron Cameron Road; and
4) Sunset Hills Lot, located at northeast corner of Sunset Hills Road and Reston Town Center.

Ms. Iannetta said PCA 86-C-119-06, DPA 86-C-119-02, a Planned Residential Community (PRC) Plan, and all related site plans would be processed expeditiously to allow an interim commuter parking use of 607 spaces on the existing temporary lot on Sunset Hills Road, which was owned by Boston Properties. She described the overall design improvements, as listed in Attachment B. She indicated that the Planning Commission public hearing on these applications was scheduled for November 18, 2010 and the Board of Supervisors' public hearing was scheduled for December 7, 2010.

In response to a question from Chairman de la Fe, Ms. Iannetta explained that because the Sunset Hills Lot was part of Reston Town Center, the proffers must be amended to allow commuter parking.

Concluding her presentation, Ms. Iannetta noted that staff had met with numerous community groups, as noted in Attachment B.

Commissioner Lawrence suggested that visible signage be posted at the Sunset Hills Lot indicating that the commuter parking would not be permanent.

Answering questions from Commissioner Lawrence, Rick Stevens, Project Coordinator, Dulles Corridor Rapid Transit Project, FCDOT, said staff expected that hotels and businesses in the area would run their own shuttle vans to and from the Wiehle Avenue Metro station. Ms. Iannetta explained that the interim commuter parking use would expire 30 days after the parking garage opened in late 2013. She said the commuters who parked at the Sunset Hills Lot would use the new garage and the previously approved zoning and proffers associated with the Sunset Hills site would remain until the site was redeveloped by the property owner.

Chairman de la Fe noted that commuter parking would not be provided at the future Reston Parkway/Reston Town Center Metro station.

//

VISSIM TRAFFIC SIMULATION DEMONSTRATION

Daniel Rathbone, Chief, Transportation Planning Division, FCDOT, provided a brief background on the VISSIM multi-modal traffic simulation software, as shown in Attachment E. He then showed a simulation video demonstrating the projected traffic flow in the year 2030 on Little River Turnpike with the extension of three lanes, as part of the Annandale Transportation Network Study.

Mr. Rathbone; Leonard Wolfenstein, Chief, Transportation Planning Section, FCDOT; and Committee and Transportation Advisory Commission (TAC) members discussed the functions and applications of the program.

Mr. Rathbone showed two more simulation videos, noting that they were based on actual traffic counts; the speed and movements of the vehicles, pedestrians, and bicyclists could be modified; and dynamic assignment determined the best vehicle path based on the traffic volumes.

//

DRAFT TRANSPORTATION DEMAND MANAGEMENT REPORT

Mr. Rathbone outlined the main objectives of the Transportation Demand Management (TDM) Proffer Study:

- Conduct a national review of TDM best practices;
- Review parking practices in Transit-Oriented Development (TOD) areas;
- Interview development community representatives;
- Survey vehicular and pedestrian traffic counts at County commercial and residential properties;
- Make recommendations on trip reduction goals and parking in TOD areas;
- Develop a TDM Manual; and
- Incorporate feedback from the Fairfax County TDM Proffer Study Steering Committee.

Mr. Rathbone said the study recommendations had considered various levels of transit and mixed use around particular types of development to ensure that the County did not implement "a one size fits all" approach. He noted that if this Committee supported the recommendations, Department of Planning and Zoning (DPZ) staff would next draft an amendment to the Zoning Ordinance and present it to the Board of Supervisors for authorization of public hearings.

Michael Jollon, TDM Proffer Coordinator, Traffic Operations, FCDOT, explained that the study recommendations would enable staff to accomplish the following:

- Strengthen and formalize the County's existing practice of negotiating TDM commitments to mitigate traffic impacts of proposed developments;
- Obtain a confirmation or create a new data point on reductions negotiated with applicants;
- Formalize the structure of TDM proffers;
- Provide guidance for the TDM program;
- Promote the use of the TDM Manual as a reference material; and
- Reduce minimum parking requirements and institute maximum parking requirements in TOD areas.

Mr. Jollon delivered a PowerPoint presentation on the TDM Proffer Study recommendations, as shown in Attachment F. Throughout his presentation, he responded to questions from Committee and TAC members regarding the information provided on the slides.

Jeffrey Parnes, Chair and Sully District representative, TAC, suggested that the study be modified to define "rail" and specify the bus service headways (peak hour versus off peak).

Chairman de la Fe requested that staff provide copies of the draft TDM report to Committee and TAC members.

Commissioner Lawrence recommended that on a case-by-case basis, the goals of the "TDM Light" program be strengthened to ensure that goals were being met. Mr. Jollon agreed with this recommendation.

Commissioner Alcorn also suggested that instead of enforcing hard limits, staff explore the use of disclosure and reporting of performance for "TDM Light" so if goals were not met, it would be recorded on the FCDOT Web site.

In response to a question from Chairman de la Fe, Mr. Rathbone said only the parking recommendations required an amendment to the Zoning Ordinance.

Chairman de la Fe recommended that staff brief the Board of Supervisors' Transportation Committee before drafting the Ordinance Amendment. Commissioner Alcorn concurred and said he encouraged staff to re-examine the high end of the expected percent reductions of vehicle trips with TDM, noting that he thought that up to 65 percent for office developments seemed extremely high and aggressive. Chairman de la Fe pointed out that these figures were based on the Institute of Transportation Engineers (ITE) trip generation rates and the actual rates in the County were higher.

Commissioner Alcorn suggested that staff revise the figures for the recommended vehicle trip reduction goals to show the actual percent reductions from the current County rates.

//

TRANSPORTATION DEVELOPMENT CONDITIONS AND PROFFERS

Commissioner Litzenberger commented on proposals for large office park developments where the applicant's traffic consultant had underestimated the traffic generation, such as Dulles Discovery South (PCA/FDPA 2003-SU-035, RZ/FDP 2009-SU-024, and SEA 2003-SU-023). He suggested that in such cases, the County have a mechanism for a proffered condition that stipulated that if the development reached build-out and the traffic level of service was much worse than expected, the applicant be required to pay a bond for transportation infrastructure. He said this mechanism should be implemented before Tysons Corner development proposals were heard and the Committee and TAC should collaborate on drafting that language.

Chairman de la Fe agreed with Commissioner Litzenberger's suggestion. He pointed out that in similar cases the County had limited phases of development to coincide with infrastructure improvements. He recommended that this issue be addressed by FCDOT and DPZ staff and the County Attorney's Office to determine what would be permissible.

Commissioner Flanagan noted that when a phase of the Lorton Inova Healthplex was finished, construction would cease until the traffic impact at the intersection of Sanger Street and Lorton Road had been reassessed.

Chairman de la Fe said he would like to receive information on the Inova project and other cases that incorporated transportation-phasing plans so that it could be discussed in the future.

Commissioner Alcorn explained that another issue that should be considered was the difficulty of accurately determining the volume of traffic on adjacent roads and intersections that was directly attributed to a new development.

Commissioner Hart said it was essential that the County Attorney's Office be consulted to verify that the County had the authority to address this issue. He explained that it would be difficult to

determine if particular conditions had been met due to such issues as site monitoring, data collection, and conflicting interruptions. He expressed concern about the impact of inflation on a transportation infrastructure bond.

Mr. Parnes recommended that the Planning Commissioners collaborate with their counterpart TAC members in reviewing transportation impacts of projects in their district. He said he had also asked FCDOT staff to brief TAC members on upcoming transportation issues. Chairman de la Fe agreed with this recommendation.

Commissioner Lawrence noted that the applicant of the proposed Macerich residential development in the Tysons Corner area had agreed not to proceed to the next development phase until the TDM goal had been met and said this should be considered in other cases. He suggested examining historical data on traffic growth projections submitted by the applicant during the scoping session compared to the actual traffic impact. He said these data would help in determining how to handle cases where the projections were incorrect.

//

Chairman de la Fe announced that the Committee would meet again on Wednesday, November 3, 2010, at 7:00 p.m., in the Board Conference Room, to receive a staff presentation on the draft Tysons Corner Master Bicycle Plan. He said if there was time, the Committee could also continue discussion on the TDM Proffer Study that evening. Per a request from Mr. Parnes, Chairman de la Fe noted that he would forward the meeting agenda to him for distribution among the TAC members.

Chairman de la Fe thanked staff for their informative presentations.

//

The meeting was adjourned at 8:18 p.m.
Frank A. de la Fe, Chairman

An audio recording of this meeting is available in the Planning Commission Office, 12000 Government Center Parkway, Suite 330, Fairfax, Virginia 22035.

Minutes by: Kara A. DeArrastia

Approved: November 3, 2010

_____
Linda B. Rodeffer, Clerk
Fairfax County Planning Commission

Beth I.

County of Fairfax, Virginia

MEMORANDUM

DATE: August 20, 2010
REVISED 10/20/2010

TO: John W. Dargle, Jr., Director, Park Authority
James W. Patteson, P.E., Director, Department of Public Works and Environmental Services
James P. Zook, Director, Department of Planning and Zoning
Morteza M. Salehi, Northern Virginia District Administrator, Virginia Department of Transportation

FROM: Katharine D. Ichter, P.E., Director, Department of Transportation

SUBJECT: Reston East Park-and-Ride Relocation Plan

As part of the Dulles Rail Phase I construction, the Reston East Park-and-Ride Lot (Reston East), located in the northwest corner of the Dulles Toll Road / Wiehle Avenue interchange, will be developed into a multi-level underground garage serving the future Wiehle Metrorail Station at this location and a mixed-use, transit-oriented development (TOD) located above the garage. Comstock Companies, the private partner selected by the County to develop the Reston East property, has indicated that utility relocations and other construction will need to begin on the site in December 2010 in order to complete the Metrorail station parking in time for the opening of the Phase I Dulles Rail project in late 2013. Therefore, we are anticipating that we will have to close the Reston East lot from as early as December 1, 2010, through late 2013. As a result, we will need to provide temporary replacement parking for one of the most heavily used park-and-ride facilities in Fairfax County for approximately 3 years. The plan to address this closing has an ambitious, approximately 3-month, timeline. As such, it is critical that we, collectively, make this effort a top priority. This memorandum provides background and outlines the proposed plan to provide satellite replacement parking to accommodate current Reston East park-and-riders for the duration of this construction project.

There are currently 820 parking spaces at Reston East with an average 100% daily utilization. There are seven bus routes that provide service between Reston East and Metrorail stations: five routes (Routes 505, 551, 552, 554, and 557) operate between Reston East and the West Falls Church Metrorail Station, scheduled together to provide 8-10 minute headways in the peak; one route (Route 595) provides express service to the Pentagon; and one route (Route 597) provides express service to Crystal City. There are 10 bike lockers located on the lot, also currently at 100% usage.

FCDOT staff members, working with Comstock, have identified four candidate locations to provide parking temporarily during the expected 3-year construction period for the Wiehle Metrorail Station parking garage. In identifying locations, it was our goal to identify lots that are close to or served by existing bus routes, are ADA accessible, need minimal capital improvements, and can safely accommodate pedestrian, vehicular, and bus traffic. The following outlines the 4 lots included as part of the Reston East Park-and-Ride Relocation Plan:

Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 220335-2895
Phone: (703) 877-5600 TTY: 711
Fax: (703) 877-5723
www.fairfaxcounty.gov/fcdot

FCDOT
Serving Fairfax County for 30 Years and More

1) Sunset Hills Lot: This is an empty parking lot located on the northeast corner of the Sunset Hills Rd. and Town Center Parkway intersection. The lot is owned by Boston Properties, and when repaired and rehabilitated, can supply between 500 and 700 +/- parking spaces depending on the selected configuration. Boston Properties has informally agreed to allow the County use of the lot; but the lot needs maintenance and some reconstruction before it can be fully utilized for commuter use.

   Depending on the length of time it takes to bring the Sunset Hills lot up to the ideal condition, FCDOT staff is recommending a phased approach to the use of the lot. The first phase would accommodate vehicles on the property via one or more entrances; however, buses would not travel on the property and would board/alight passengers on Town Center Parkway. The second phase would incorporate a bus loop at the north end of the property and two separate car-only entrances; the ingress and egress of the loop would be restricted to buses.

   When operational, the lot is proposed to be served by two bus routes: Fairfax Connector Route 505, which currently travels along Town Center Parkway to and from West Falls Church every 30 minutes on Weekdays and proposed new Route 555 which would provide direct service to and from the Sunset Hills lot and West Falls Church. Both routes combined would provide 10-minute service, comparable to the existing headways at Reston East. While the number of bus routes serving the proposed Sunset Hills Lot is less than the current number serving Reston East, the proposed 10-minute service with 40-foot buses will easily accommodate the passenger loads. To complement the bus service, several bike lockers would be relocated to the Sunset Hills lot.

2) Reston North Park-and-Ride Lot: This is a VDOT-owned park-and-ride lot located in the northwest corner of the Wiehle Ave and Sunset Hills Road intersection. The lot has 368 parking spaces, with a seasonal range of utilization between 40 and 100%. Currently there are no buses that operate within the lot, but in the past the lot operated as a transit station for Metrobus service. The lot appears to be in acceptable paved condition; however, FCDOT staff is recommending minor access modifications to the two bus shelters on site to improve ADA accessibility.

   Staff is proposing to shift Routes 595 and 597 from Reston East to the Reston North lot. These two routes provide service to a unique Pentagon/Crystal City market compared to the other bus routes at Reston East. There are approximately 150 riders per day on Routes 595 and 597, which is within the average available daily capacity of the Reston North lot. Shifting these two routes will allow for concentrated, higher frequency West Falls Church bus service at the other lots identified in the Reston East Relocation Plan.

3) Baron Cameron Park: This is a parcel owned by the Fairfax County Board of Supervisors and used by the Fairfax County Park Authority. The park is located on the northwest quadrant of the intersection of Baron Cameron Ave and Wiehle Ave. Currently there are 248 parking spaces located on the eastern side of the park, with minimal use during the day (with the exception of the dog park and the 4 pm start for field sports). FCDOT has requested the use of ~~no more than~~ 150 parking spaces from the Park Authority for weekday commuter parking. Other than the installation of signage, there would be no capital improvements required to utilize the parking spaces. Fairfax Connector Route 554 currently provides 30-minute peak service between Baron Cameron Park and West Falls Church.

4) Reston South Park-and-Ride: This is a Fairfax County owned park-and-ride lot located on Reston Parkway between Lawyers Rd. and Colts Neck Dr. This lot has a capacity of 412 spaces and an average usage of less than 50%, leaving over 200 spaces unoccupied. The lot is served by three Fairfax Connector bus routes (Routes 553, 557 and 585) which provide 25 minute service to and from West Falls Church in the peak. In order to attract patrons to Reston South and utilize the available spaces, staff is proposing to add additional trips on Route 585 so that 15-minute peak service is available. Accompanying enhanced bus service, staff is considering installing a number of bike lockers at Reston South. The lot is in acceptable condition and does not require capital improvements.

The Reston East Relocation Plan identifies over 800 replacement parking spaces to accommodate dislocated park-and-riders during the construction of the Wiehle Metrorail Station parking garage. As stated above, this plan has a very ambitious timeline, so it is imperative that this effort remain a top priority throughout implementation. With just a little over 3 months available to relocate this parking, I request your personal attention to ensure that we can quickly move each lot through any required planning, permitting, and construction.

If you have any questions or concerns, please contact Christy Wegener at 703-877-5610 or Christin.Wegener@FairfaxCounty.gov.

cc: Robert Stalzer, Deputy County Executive
Renee Hamilton, VDOT
Dorothy Purvis, VDOT
Rahul Trivedi, VDOT
Regina Coyle, DPZ
David Marshall, DPZ
Michael Lambert, FCPA
Michelle Brickner, DPWES
Hossein Malayeri, DPWES

County of Fairfax, Virginia

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

Fairfax County Planning Commission
Transportation Committee Meeting
October 20, 2010

Sunset Hills Interim Commuter Parking Proposal

PCA 86-C-119-06; ~~DPZ~~ DPA 86-C-119-02; PCA 86-C-119

This proposal would allow for an interim commuter parking lot on the existing surface lot. The overall design includes:

- **Repair of the existing asphalt surface** - The surface lot was most recently used by the property owner as a construction staging area. As a result some portions of the lot were damaged and are not usable in its present condition. Minor patching and repair is needed on the southernmost portion of the site. Other areas of the asphalt have cracked and need to be sealed. Construction material/debris needs to be swept off the surface.
- **Restripe and reconfigure the parking lot spaces** – The proposed interim commuter lot would provide 607 parking spaces (16 accessible spaces). The layout is similar to the previous design, however the pavement markings have faded and some were altered after the temporary lot was installed in 2002. The adjacent office buildings are leased to a federal government agency and the original lot layout was impacted in order to accommodate certain security requirements. A security barrier exists and will remain along the eastern edge of the parking lot. Interparcel access is prohibited between the parcels. A vehicular drive aisle is provided along the security barrier. A pedestrian crossing aisle is provided and runs in a north-south direction through the length of the parking lot. The existing parking lot light fixtures would be used and repaired as necessary.
- **Modify two entrances to allow commuter vehicle access** – A full access entrance would be constructed on Town Center Parkway where the existing curb cuts are located. The original entrance to this parking lot, located on Sunset Hills Road, was reconfigured due to security requirements. It would be reopened for vehicle access for right-in, right-out and left turns-in only. The left turn-out movement would be prohibited due to sight distance concerns.
- **Provide a passenger pickup area and bus loop** – Between the property's entrance drive and the large parking lot there is a smaller parking area which would convert to a bus loop/turn around area and passenger waiting/boarding location. It would include bus shelters, lighting and bicycle lockers. Access to and from the Washington & Old Dominion Trail is provided in this area. Locating a bus loop in this area would help minimize conflicts between buses and commuter vehicles.

Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033-2895
Phone: (703) 877-5600 TTY: 711
Fax: (703) 877-5723
www.fairfaxcounty.gov/fcdot

FCDOT
Serving Fairfax County for 30 Years and More

- **Installation of temporary passenger boarding area** – Construct two bus pads along Town Center Parkway including the necessary pedestrian accommodations to allow access from the parking lot to the temporary boarding area until the aforementioned modifications to the parking lot are complete. An ADA accessible route is shown on the Pedestrian Circulation Plan.

Design Waivers/Modifications:
Upgrading the existing parking lot to include such things as interior curb and gutter with sidewalks, landscaping, and interparcel access would not be feasible due to the short timeline identified to open the commuter lot by March 1, 2011 and the limited three year time period it will be operational. We request the overall design remain as close as possible to the existing layout with the exception of the repair work, entrances, and amenities shown on the DPA.

Special Amenities:
The proposal includes bus shelters and bicycle lockers located within the bus loop/passenger pickup area in order to provide similar amenities that currently exist at the Reston East Park-and-Ride lot.

Schedule:

September 14, 2010	*Fairfax County Board of Supervisors Motion*
September 23, 2010	*PCA/DPA/PRC Application Submitted*
September 24, 2010	*PCA/DPA/PRC Application Accepted*
October 4, 2010	*Reston Association- Planning & Zoning Committee Meeting*
October 18, 2010	*Reston W.A.T.C.H. Community Meeting (Town Center HOA's)*
October 20, 2010	Planning Commission Transportation Committee Meeting
November 4, 2010	Bus Route Changes 585, 595, 597 Public Information Meeting
November 4, 2010	Reston Transportation Advisory Committee
November 9, 2010	Reston Town Center Design Review Board Meeting
November 18, 2010	**Planning Commission Public Hearing**
November 28, 2010	Partial Closure of Reston East Park and Ride
December 7, 2010	**Board of Supervisors Public Hearing**
March 1, 2011	**Full Closure of Reston East Park-and-Ride**

*Filing concurrent Site Plans and VDOT Permits- October thru December
* Site Plan/VDOT Permit approval anticipated late December – Early January
* Construction- January 2011
* Open for Commuters- March 1, 2011 (or sooner)

Contact Information:
Elizabeth (Beth) Iannetta
Senior Transportation Planner
FCDOT, Capital Projects Section
Elizabeth.Iannetta@fairfaxcounty.gov
(703) 877-5600

Iannetta, Elizabeth A.

From: DOT Info

Sent: Thursday, September 30, 2010 2:14 PM

Subject: News Release: Rail Construction to Impact Parking at Reston East Park and Ride

Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033
FCDOT Contact: Ellen Kamilakis, Communications Specialist
703-877-5606, TTY 711, Fax 703-877-5638
Pager: 703-324-NEWS (6397) (non-business hours)
FCDOTinfo@fairfaxcounty.gov
ww.fairfaxconnector.com
September 30, 2010
10/018

Rail Construction to Impact Parking at Reston East Park and Ride

Parking spaces at Reston East Park and Ride on Wiehle Avenue north of the Dulles Toll Road will be impacted by Dulles Rail construction as early as November 28, 2010. Reston East Park and Ride is the location of the future parking garage for the Wiehle Avenue Metrorail station, the last of five stations in Phase I of the Dulles Corridor Metrorail Project, scheduled to open in late 2013.

The construction project is expected to require closing of approximately 200 of 820 parking spaces on or about Nov. 28 for preliminary utility work.

Construction is not expected to be fully active until March 2011, at which time all 820 parking spaces will be closed until work is completed on a new 2,300-space Metrorail parking facility. The county is actively looking for additional parking spaces and will post additional parking options on the Fairfax Connector web site as they are confirmed.

For up-to-date information about parking or travel options, commuters who use Reston East are encouraged to:

- Check the Fairfax Connector Web site (www.fairfaxconnector.com) for updates and parking options
- Sign up for emailed announcements from ConnectorInfo ListServ on the Fairfax Connector Web site

Fairfax County Department of Transportation will issue news releases, web updates and ListServ announcements as more parking options are identified.

For those who do not have internet access, call the Fairfax County Department of Transportation's Reston East Park and Ride Hotline at 703-877-5700, TTY 711 or the Fairfax Connector Telephone Information Center at 703-339-7200, TTY 703-339-1608.

For more information about the Dulles Corridor Metrorail Project, visit the Web site at www.dullesmetro.com.

For information about this news item, contact Ellen Kamilakis at 703-877-5606, TTY 711.

###

Iannetta, Elizabeth A.

From: DOT Info

Sent: Monday, October 18, 2010 10:04 AM

Subject: News Release: Public Meeting Scheduled for Proposed Changes to Fairfax Connector Routes 585, 595 and 597 and the Reston East Park and Ride Closure

Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033
FCDOT Contact: Ellen Kamilakis, Communications Specialist
703-877-5606, TTY 711, Fax 703-877-5638
Pager: 703-324-NEWS (6397) (non-business hours)
FCDOTinfo@fairfaxcounty.gov
www.fairfaxconnector.com
October 18, 2010
10/021

Public Meeting Scheduled for Proposed Changes to Fairfax Connector Routes 585, 595 and 597 and the Reston East Park and Ride Closure

The Fairfax County Department of Transportation (FCDOT) will hold a public meeting on Thursday, November 4, 2010 to discuss changes to Fairfax Connector routes 585, 595 and 597. Schedule and route changes are proposed for all three routes due to the upcoming phased closure of Reston East Park and Ride. Proposed changes include relocating routes 595 and 597 to Reston North Park and Ride and adding trips to Route 585 from Reston South Park and Ride to account for an expected increase in passengers using Reston South. Members of the public are encouraged to attend the meeting:

Thursday, Nov. 4
7 - 9 p.m.
North County Governmental Center
12000 Bowman Towne Drive, Reston

Residents can travel by transit to the North County Governmental Center via the Fairfax Connector RIBS 1 and 3 routes.

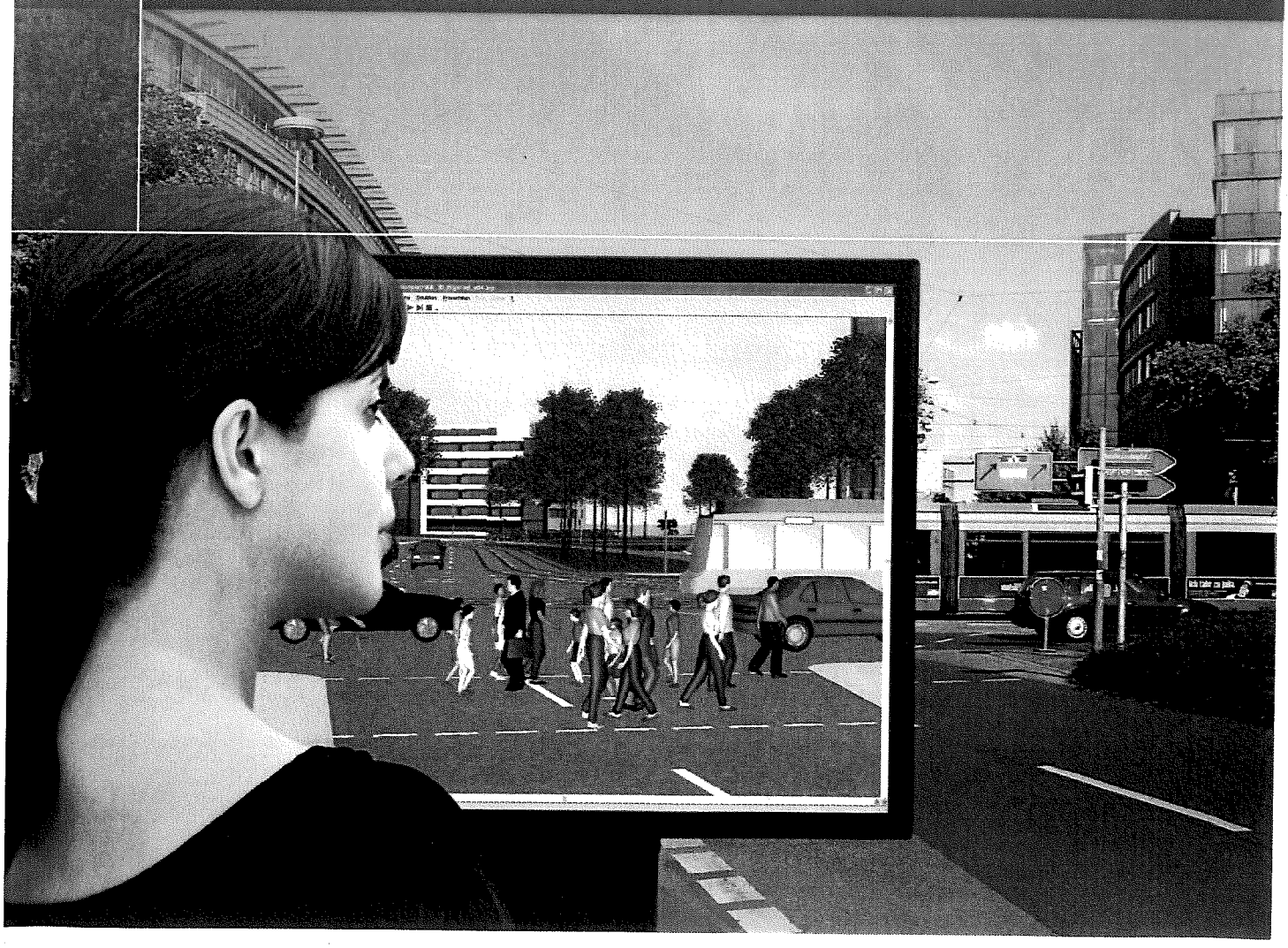
For information about this news item, visit www.fairfaxconnector.com or call Ellen Kamilakis at 703-877-5606, TTY 711.

###

traffic mobility logistics.

ptv vision

VISSIM – State-of-the-Art Multi-Modal Simulation



VISSIM – Microscopic Simulation

VISSIM is a microscopic traffic, public transport, and pedestrian simulation software and belongs to the PTV Vision® suite. It is the most powerful tool available for simulating multi-modal traffic flows, including cars, goods vehicles, buses, heavy rail, trams, LRT, motorcycles, bicycles and pedestrians. Through the implementation of multi-threading VISSIM operates optimally on multi- processor and multicore computers. Its flexible network structure provides the user with the confidence to know they can model any type of geometric configuration or unique operational/driver or pedestrian behaviour encountered within a transportation system.

Typical VISSIM applications

VISSIM is used for a host of traffic and public transport simulation needs. Common applications include:

- Freeway and arterial corridor studies
- Sub-area planning studies
- Freeway management strategies
- Traffic calming schemes
- Light rail/bus rapid transit studies
- Public transport signal priority evaluations
- Railroad grade crossing analyses
- Toll plaza evaluations
- Intelligent Transport System (ITS) assessments
- Current and future traffic management schemes
- Airport studies for landside and airside traffic
- Environmental impact studies
- Multi-modal public transport interchanges
- Pedestrian modelling in any built environment including evacuation planning

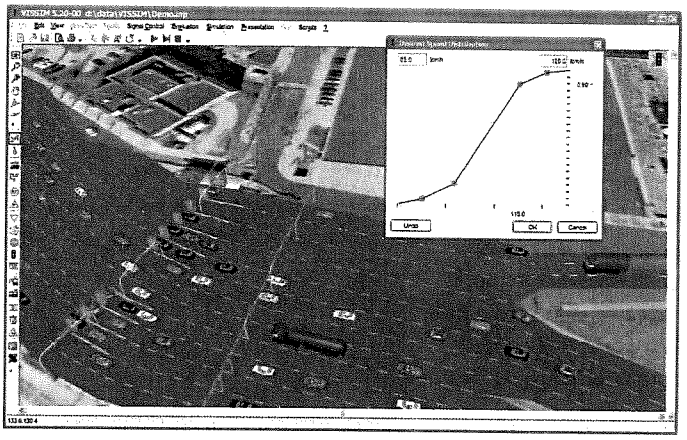
VISSIM Features – A Close Up View

What Makes VISSIM Special?

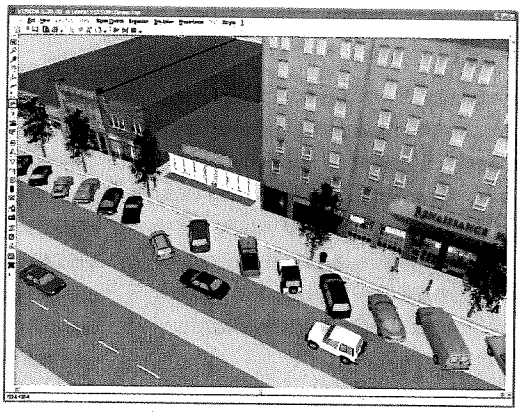
VISSIM is based on decades of intensive research at various academic institutions. Core algorithms are well documented. Open interfaces provide compatibility with external software. Its link-connector topology allows the highest versatility combined with vehicle movements in a detailed 1/10s resolution. Since being introduced to the market in 1992, VISSIM has set the standard for simulation software; intensive research and a large user community worldwide guarantee VISSIM to be the leading edge software of its kind. Furthermore, the PTV Vision suite has been the first of its kind to integrate microscopic simulation with strategic transport planning/travel demand modelling.

Network

VISSIM has been used to analyse networks of all sizes ranging from individual intersections to entire metropolitan areas. Within these transportation networks, VISSIM is able to model all roadway functional classifications from freeways (motorways) to driveways. VISSIM's breadth of network applications also includes public transport, bicycle and pedestrian facilities. Many common, as well as unique, geometric and operational conditions exist throughout the transportation system which VISSIM can simulate.



Toll plaza, Camden, NJ

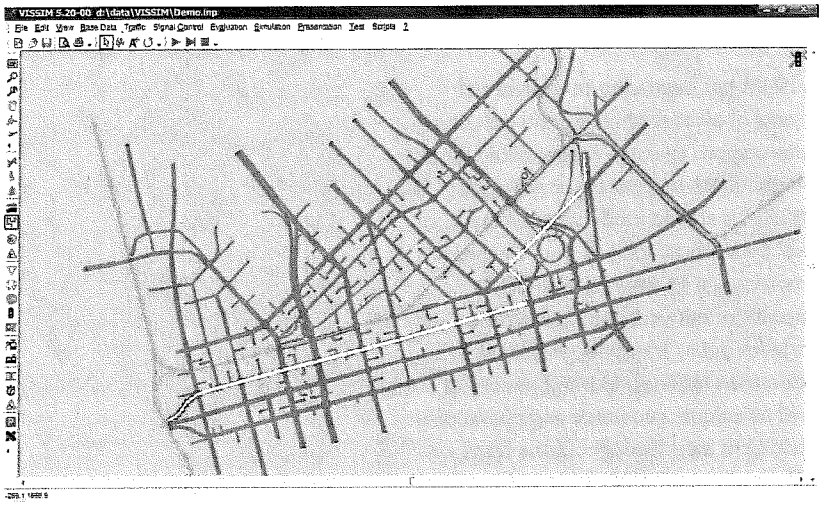


Diagonal parking, New York, NY

Some examples include:

- Multi-lane freeways, interchanges, roadway grades
- High Occupancy Vehicles (HOV) and
- High Occupancy Toll (HOT) lanes
- Merging and weaving areas
- Complex signalised and unsignalised intersections
- U-turns, exclusive lanes, mixed flow lanes
- 2-way left turn lanes
- Bike lanes
- Multi-modal lane sharing and passing (e.g. bikes and cars)
- Angle and parallel parking
- Roundabouts, continuous flow intersections
- Airport curbside drop-off areas
- Exclusive lanes, mixed-flow lanes, queue jumps, queue-bypass lanes
- Public transport stops, terminals
- Centre and side-running LRT alignments
- Pedestrian queuing
- Pedestrian - vehicle interaction
- Railroad lines

Traffic Volumes



Shortest Path Search in Dallas, TX

An unlimited number of vehicle types exist in VISSIM allowing the user to model a full range of multi-modal operations. These vehicle types include cars, trucks, vehicles equipped with route guidance systems, buses, heavy rail and light rail vehicles, bicyclists, wheelchairs, pedestrians and even aircraft.

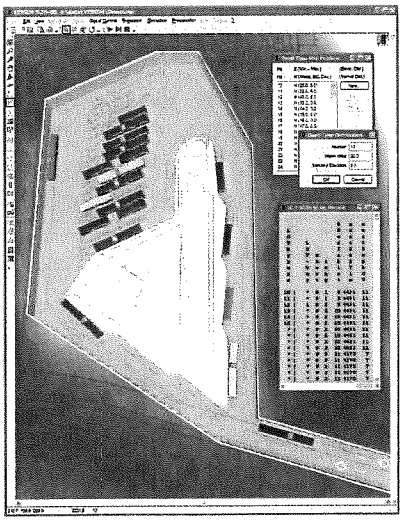
VISSIM also offers the unprecedented ability to assign these vehicles to the network using one or a combination of three methods. The basic method assumes that traffic is stochastically distributed over Fixed Routes from user-definable start to end points. For coding intersection turning movement counts, these start and end points cover a single intersection, but they can also continue through multiple intersections (e.g. freeway interchange) or even the entire study area. Dynamic Routes allow traffic to be dynamically assigned to user-specified paths when specific events occur. One example of Dynamic Routes is the assignment of vehicles to a railroad underpass only when the railroad grade crossing is occupied on the more commonly travelled path. Dynamic Traffic Assignment (DTA) allows VISSIM to assign traffic to the network using origin/destination matrices (time- and vehicle class-dependent) and travel cost stochastic assignment techniques. Origin/destination matrices can be generated using the integrated demand model of VISUM with its advanced matrix estimation and calibration functionality.

Public Transport

VISSIM has long been the software of choice for transit related studies including bus rapid transit, light rail transit and multi-modal transit terminals. Besides being able to analyse the transit related network and signal control aspects listed in the previous sections, VISSIM models transit routes, various transit vehicle types, schedules, stops, stop types and dwell times.

Analysis

When, where and how data is reported in VISSIM is up to the user. Data can be reported for any time period and interval within that time period. Data can be reported for any point-location in the network, for an intersection, along any path and/or for the entire network. Data can be aggregated by mode or by vehicle class. It can also be reported for an individual vehicle. Numerous measures of effectiveness (MOEs) can be reported from VISSIM. Typical ones include delay, speed, density, travel time, stops and queues. The decision on which data to report and when, where and how the data is reported, is based on the needs of the project. For graphical representation of simulation output, VISSIM uses its PTV Vision suite's sister product VISUM. VISUM provides an extensive graphics library for effectively visualising transportation modelling results.



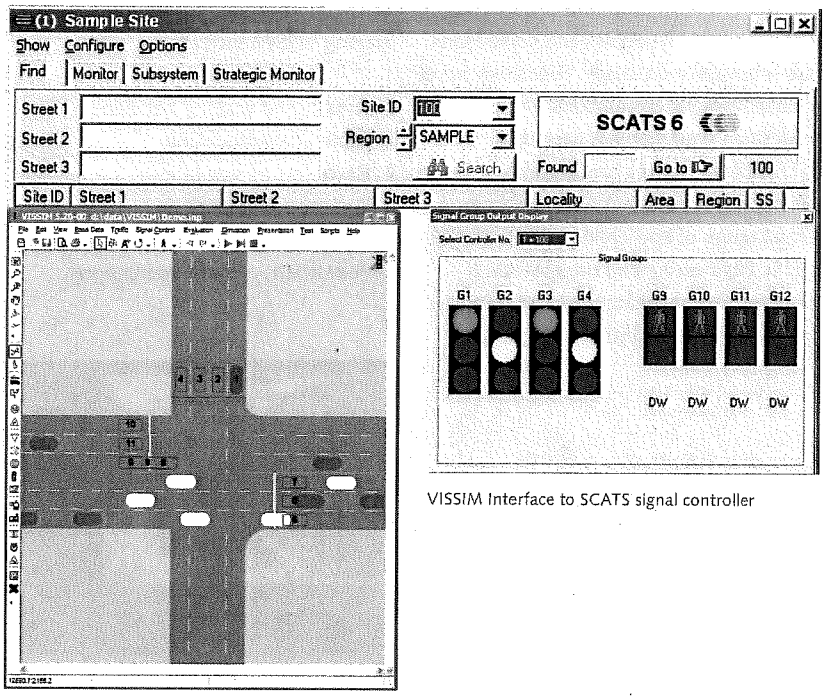
Bus terminal (route/time dependent bay usage/dwell time distribution), Vancouver, BC

Traffic Control

VISSIM can model intersections that control traffic using yield signs, stop signs (all-way, 2-way stop control), signals, and any combination thereof. What sets VISSIM apart from other simulation software packages is its flexibility in modelling all forms of signal control. There are several ways to model signal control in VISSIM:

- Fixed-time/pre-timed signal plans
- Actuated (via a NEMA graphical user interface)
- User definable signal control logic through VISSIM's VAP macro language logic
- Interfaces to signal controller firmware (virtual controllers) such as Siemens NextPhase and Traffic Language, D4, VS-PLUS and Vialis
- Interfaces to adaptive algorithms such as Peek's Spot/Utopia, SCATS and SCOOT
- Serial communication to external controllers
- Interfaces to the McCain CID II allowing users to connect signal controllers directly to VISSIM

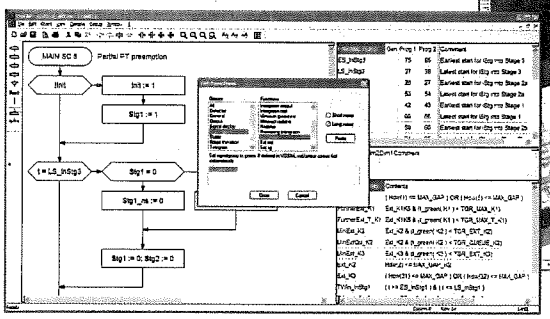
The C-like traffic control macro language, VAP, is supplemented with a flow chart editor VisVAP for easy data entry, error checking and debugging. In addition, the NEMA GUI used to enter actuated signal timings in VISSIM also has custom menus to allow users to model bus and LRT priority and railroad pre-emption.



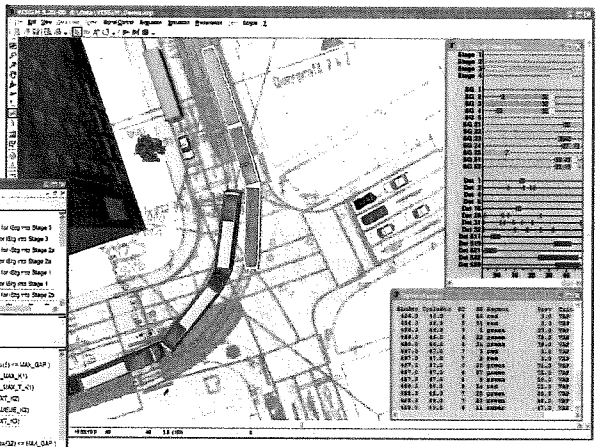
VISSIM Interface to SCATS signal controller

Some examples of signal control and related ITS applications of VISSIM include:

- Ramp metering
- Adaptive signal control
- LRT and bus signal priority
- Railroad pre-emption
- Emergency vehicle pre-emption
- Dynamic speed control
- Lane control signals
- Dynamic lane assignment signals
- Changeable message signs



VISVAP flow chart editor to define complex actuated control strategies



Public transport signal priority and dynamic signal settings

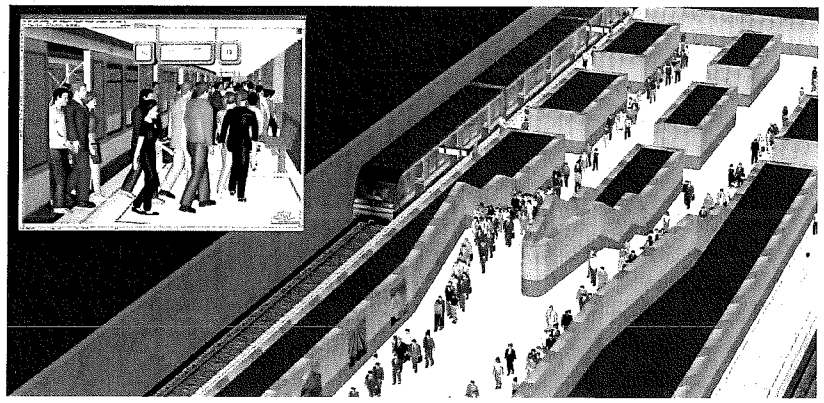
Pedestrian Simulation

VISSIM is a microscopic simulation tool, meaning that all vehicles and pedestrians are simulated individually. Pedestrian travel creates complex interactions. The VISSIM pedestrian simulation has been designed to be flexible enough to handle complex design situations, to make VISSIM suitable for a broad range of applications. These include traffic engineering and transportation planning, city planning, building design as well as evacuation and also animation.

Furthermore there are several advantages in using VISSIM such as:

- Area-based walking behaviour
- Multi-story modelling
- Recording of simulations
- Background import
- COM Support
- Pedestrian - vehicle interaction

VISSIM is the first multi-modal microscopic simulation program to include real interaction between pedestrians and vehicles. Traffic lights, pedestrian crossings, and normal parts of streets can all be modelled and simulated in VISSIM. For example, you can define road users who willingly infringe upon the traffic rules like pedestrians who do not obey red crossing signals.



3D animation of multi-modal public transport terminal

Graphics

VISSIM features 3D animation. This feature allows users to create realistic video clips in AVI format, an excellent tool for communicating a project's vision. VISSIM also offers users background mapping capabilities with aerial photographs and CAD drawings. Building models can be imported from Google Sketchup. For even more advanced virtual reality visualisation, the simulated traffic can be exported to Autodesks® 3dsmax software.

3D pedestrian animation of Brandenburger Tor area, Berlin, Germany

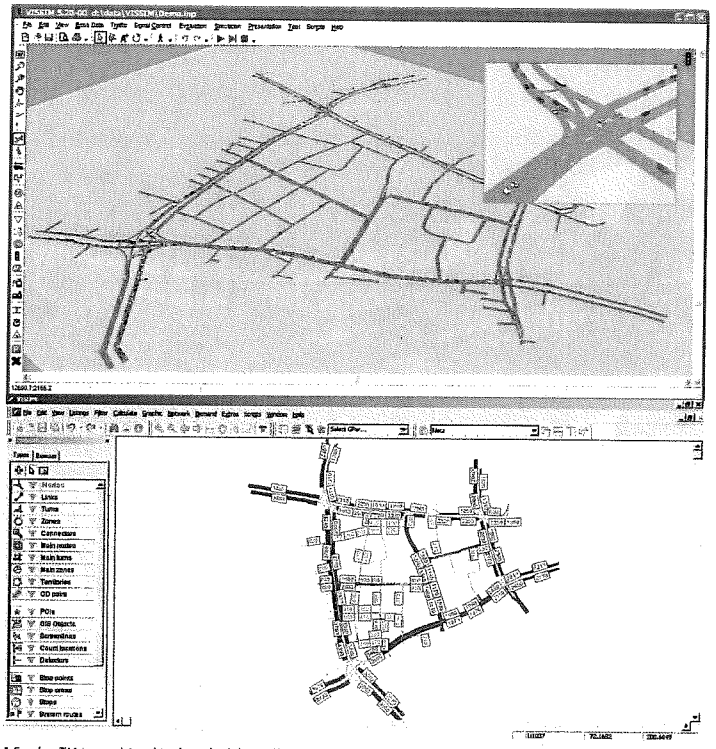
Interfaces Increase Efficiency

Interfaces Increase Efficiency

One of VISSIM's strengths is its ability to interface with a number of programs that are common to the transportation engineering and planning profession. These include:

- Signal optimisation tools – Synchro™, TEAPAC; Transyt*
- Control programs – Scoot, PCmova*
- Travel demand models - emme/2, TranPlan, Cube etc.
- Geographic information systems (GIS) and navigation data - ArcGIS* and NAVTEQ

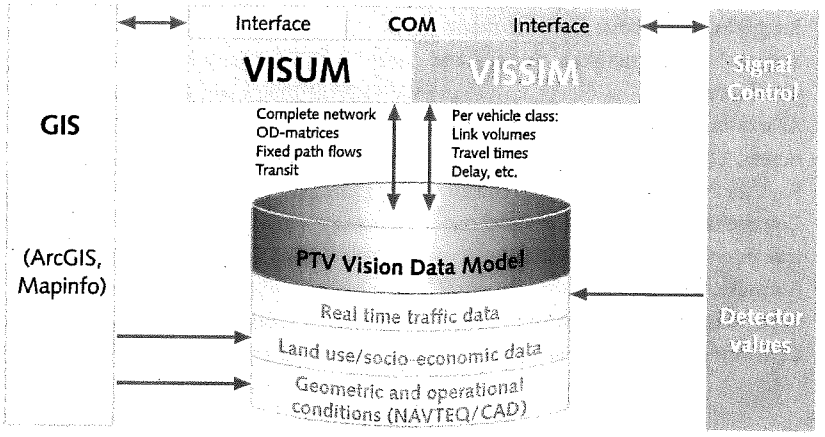
PTV pioneered the integration of simulation and travel demand software. This effort has led to the first truly integrated simulation software, VISSIM, and travel demand software, VISUM, in the market. Simply put, the benefit to the transportation community is increased efficiency.



* Synchro TM is a registered trademark of the Trafficware Corporation,TEAPAC is a product of Strong Concepts, Transyt and PCmova are a product of TRL, Scoot is a product of Siemens, TRL and Peek

PTV Vision – The Transportation Software Suite

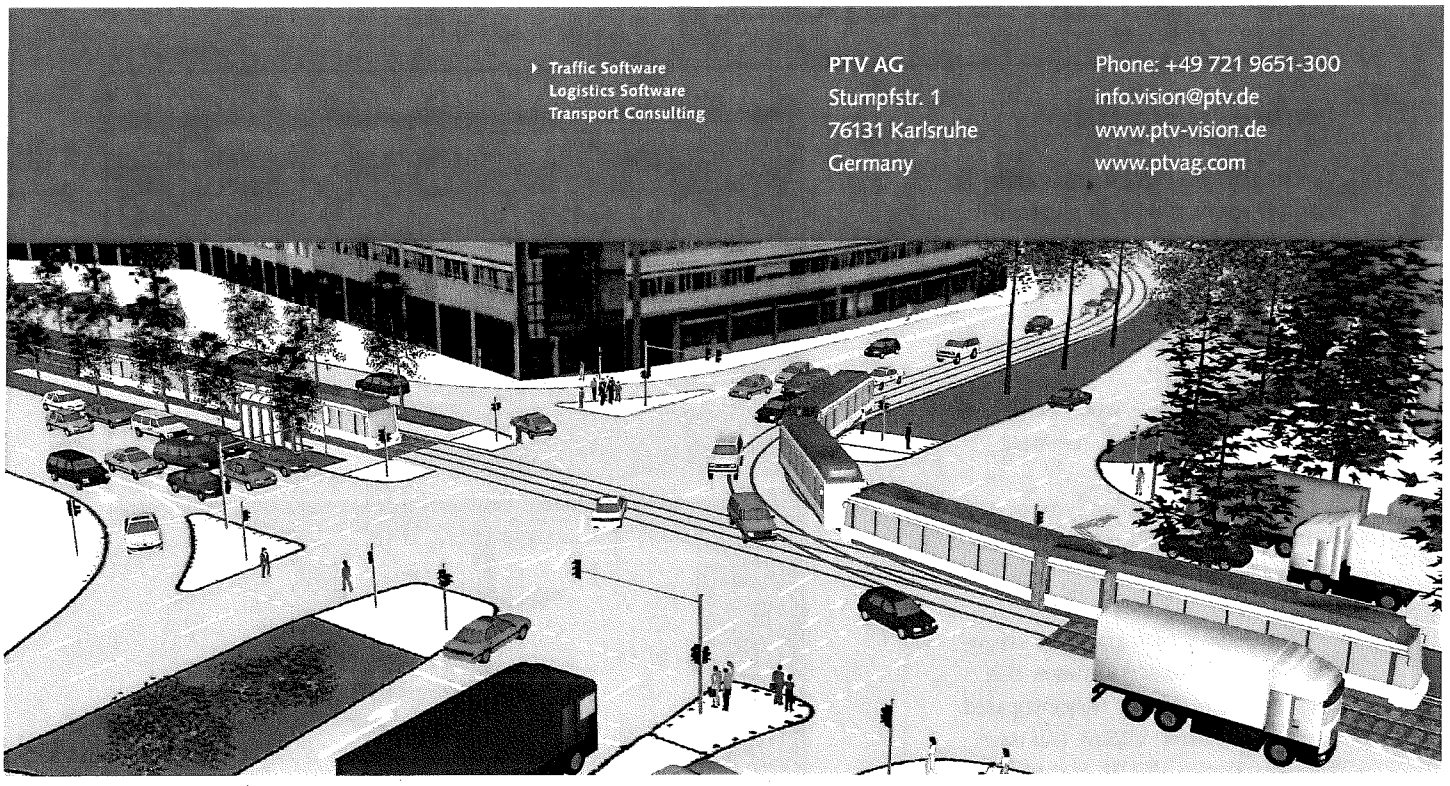
For the past quarter century, PTV has been developing software tools to address the spectrum of needs within the transportation profession from traffic analysis to real-time traffic management. Our vision has been to seamlessly integrate these tools into a transportation software suite. Today, our vision has become a reality! The transportation software suite, PTV Vision, integrates these tools to increase efficiency in your work tasks and is scalable to grow with the needs of your organisation.



VISSIM is a key component in PTV Vision as shown in the data flow diagram above. It allows for a detailed analysis of multi-modal traffic operations.

PTV Vision enables you to expand your analysis to a more macroscopic view with VISUM, VISSIM's complimentary travel demand model.

traffic mobility logistics.



VISSIM – State-of-the-Art Multi-Modal Simulation

5 Reasons for VISSIM

- Integration with travel demand modelling: exchange of network, demand and result data
- All modes in one simulation: cars, trucks, busses, LRT, bicycles and pedestrians
- Road geometry as detailed as you need it
- Comprehensive toolbox for signal control: interface to signal control firmware, user definable signal control logic, manual and automated testing
- Convincing 3D visualisation

Application Development Platform

VISSIM offers a COM programming interface allowing users to integrate VISSIM in their own applications using languages like Visual Basic (e.g. in MS Excel), Python or C++. The COM interface provides access to the network topology, signal control, path flows, vehicle behaviour and evaluation data. Typical applications include automation of work flow processes, modification of simulation parameters during run time, and customised display options. Important is that COM allows full flexibility and thus empowers the user to use his or her own creativity to the fullest extent.

PTV's Focus on the Users

Fore more than 15 years, the PTV Vision development team has been setting new standards that our clients value and our competitors aspire to. Today, PTV Vision is helping increase the productivity of transportation professionals and the value they provide to their countries in more than 90 countries. We view our clients as a pivotal resource for ideas. Our industry leading products combined with our desire and motivation to continue setting new standards guarantees a sound investment for years to come.

VISSIM_Brochure_c_2009.indd

TDM Proffer Study
Recommendations

presented to

Planning Commission—Transportation Committee

October 20, 2010

FCDOT
Serving Fairfax County for 25 Years and More

Recommended TDM Proffer Thresholds

Transit Accessibility	>250 trips/hr.	100 - 249 trips/hr.	<100 trips/hr.
Urban Center	Full	Full	Full
High Transit	Full	Full	Light
Moderate Transit	Full	Light	Marketing
Low Transit	Light	Light	Marketing

Full TDM proffers include goals, programs and enforcement mechanisms, "TDM Light" includes goals, smaller programs, and less monitoring; Marketing only includes TDM programs.

FCDOT

Recommended Vehicle Trip Reduction Goals: Office Developments

Level of Transit Service		Urban Center	High		Moderate and Low	
Urban Accessibility			High	Low	High	Low
Percent Reduction from ITE Rates	Baseline	up to 35%	25%		20%	
	With TDM	45-65%	35-45%[c]		25-35%	

FCDOT

Recommended Vehicle Trip Reduction Goals: Residential Developments

Level of Transit Service		Urban Center	High		Moderate and Low	
Urban Accessibility			High	Low	High	Low
Percent Reduction from ITE Rates	Baseline	up to 35%	25%	20%	15%	10%
	With TDM	45-65%	35-45%	25-35%	20-25%	15-20%

FCDOT

Parking Recommendations
TODs/Transit Station Areas

Parking Spaces Per Unit or Spaces Per 1,000 sq. ft.						
	Use	Current	0 - 1/4 mile Rail Station		1/4 - 1/2 mile Rail Station	
		Min.	Min.	Max.	Min.	Max.
	Single-Family	2.0	2.0	2.0	2.0	2.0
	Townhouse	2.75	1.75	2.2	2.0	2.5
Multifamily	0-1 bedroom	1.6	1.0	1.3	1.1	1.4
	2 bedroom	1.6	1.0	1.6	1.35	1.7
	3+ bedroom	1.6	1.0	1.9	1.6	2.0
Office	<50,000 square feet	3.6	1.8	2.7	2.2	3.3
	50,000 - 125,000 s.f.	3.0	1.6	2.4	1.8	2.7
	>125,000 s.f.	2.6	1.4	2.1	1.6	2.4

FCDOT

Discussion

- Questions
- Next steps

FCDOT