



County of Fairfax, Virginia

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

Fairfax County Transportation Advisory Commission Meeting Notes

REGULAR MEETING March 21, 2023, at 7:30 pm

Location: Fairfax County Department of Transportation
4050 Legato Road, Suite 400, Conf. Rooms: 400.06 & 400.08,
Fairfax, VA 22033

Web Site: <https://www.fairfaxcounty.gov/transportation/tac/meetings>

Note-Taker: Roger Hoskin

TAC Members in Attendance: Chair Mike Champness (Dranesville), Secretary Roger Hoskin (Mason), Kevin Morse (Braddock), Matt Bechak (Franconia), Phylcia Woods (Hunter Mill), Jeremy Hancock (Providence), Eric Thiel (Springfield), and Christy Garton (Fairfax Area Disabilities Services Board – FADSB).

TAC Members Absent: M. David Skiles (Sully).

The positions for At-Large and Mount Vernon District remain vacant.

Others in Attendance: FCDOT Staff: Michael Garcia and Calvin Lam (Staff Liaison to the TAC) and Xavier Harmony, Northern Virginia Transportation Commission (NVTC).

Special Guests/Observers/Public: N/A.

Opening Remarks

The meeting was called to order by Chair Champness at 7:39 pm. This was the first in-person meeting since the pandemic. There were no remarks from the Chair. However, there were Commissioners' remarks regarding safe routes to schools and The Fairfax County Parkway extension.

Minutes

The February meeting summary was approved as presented.

Envision Route 7 BRT

Bus Rapid Transit (BRT) is a higher speed, higher quality bus transit mode than regular bus transit; it is given priority at traffic signals and can run in dedicated lanes. Route 7 BRT is a 14-mile corridor connecting Tysons Corner to Mark Center in Alexandria. This project is in the preliminary phases. The implementation phase will answer who will lead project design, and which agency can best manage ownership, operations, and maintenance.

Commissioner questions centered on the four future build scenarios: particularly issues of building a BRT in a constrained right of way. Another question concerned accessibility for all passengers. A BRT would have level platform vehicle entry and prepaid entry to enhance boarding. While the BRT would be faster than conventional buses, some segments may not be much faster throughout the route. Funding sources are still not entirely secure. It is expected that Federal, state, and local sources will be sought.

TAC 2023 Workplan

The TAC areas of focus are largely unchanged from last year, but we have had a sizeable turnover in the Commission. It was suggested that the Commission could have a topic of interest where we could invite people who are interested in the topic to meet with the Commission. Doing more with outside groups could enrich the Commission's perspective. How this initiative would be implemented and how these outside groups would be identified comprised the remainder of the discussion.

The Commission is expected to be more future-focused, but identifying the especially important timely issues is still undecided. Within the last couple of years, the Commission has been a reference for specific topics of the Board of Supervisors.

Public Comment Period: there was no public participation at the meeting.

Return to In-person Meetings and Planning for Remote Participation

The Commission plans to continue to meet in person with allowances for remote attendance. The Commission may schedule up to three remote meetings per year.

Other Business and Announcements

Possible topics for the April meeting were discussed. The possible issues were community organizations, Active Fairfax Transportation, and Safe Streets.

Adjournment

Commissioner Hoskin made a motion to adjourn, and it was seconded by Commissioner Garton. The meeting was adjourned at 9:58 pm.