



# 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 – 7:30 PM, September 25, 2018

Location: Fairfax County DOT, 4050 Legato Road, Suite 400, Conf. Rooms 400.06 & 400.08  
Fairfax, Virginia 22033

Web Site: [www.fairfaxcounty.gov/transportation/tac/meetings](http://www.fairfaxcounty.gov/transportation/tac/meetings)

Note-Taker: Kevin Morse

**TAC Members in Attendance:** Vice Chairman Jenifer Joy Madden (Hunter Mill), Secretary Roger Hoskin (Mason), Mike Champness (Dranesville), Kevin Morse (Braddock) and MaryPauline Jones (Fairfax Area Disability Services Board).

**TAC Members Absent:** Chairman Jeff Parnes (Sully), Linda Sperling (At-Large), Vacant (Lee), Vacant (Mt. Vernon), Vacant (Providence), and Eric Thiel (Springfield).

**Others in Attendance:** Hari Sripathi (VDOT), Sean Schweitzer and Calvin Lam (FCDOT).

The meeting was called to order by Vice Chair at 7:40 pm.

### **Agenda and Discussion Topics**

Hari Sripathi is the Emerging Technology Deployments Director for VDOT at the Northern Virginia District. He discussed how VDOT prepares for changes regarding the automated vehicles or cooperated automated transportation (CAT). VDOT has a cooperative partnership with Virginia Tech. He stated that there are about 25 to 30 traffic signals that are connecting with test vehicles via smart phones to send and receive the information. The Dedicated Short Range Communication (DSRC) technology for the connected cars is “a two-way short-to-medium range wireless communications capability that permits very high data transmission critical in communications-based active safety applications,” according to the U.S. Department of Transportation’s Intelligent Transportation Systems Joint Program Office. Testing have been done on I-495 and I-195 by FHWA and TransUrban with 4 vehicles with 0.7-second headway as compared to human drivers who maintain 2 to 6 second headway. In the region, there are test areas in Tysons on Route 7 and test areas in Merrifield. Toyota and GM are moving toward the DSRC technology while Ford and other car manufacturers are moving toward cellular low power 5G network. AASHTO has challenged states to minimum of 20 test locations. Virginia has met the challenge. VDOT is testing the DSRC technology, and waiting for the market to determine which technology will emerge as the dominant technology. The FCC set aside 75 MHz of spectrum around the 5.9 GHz (5.850-5.925 GHz) in 1999 to be used for vehicle related safety and mobility systems.

Regarding data collection, VDOT used to rely on loop detectors. Currently, VDOT is paying for data from a third party to predict travel time. VDOT is also partnering with WAZE to exchange travel and traffic information. VDOT is still researching how to use the collected data and how to understand the data. Privacy is a big concern regarding data collection. Street Light is another vendor that VDOT is using to collect data that does not identify individual vehicles. VDOT's new data collection portal is available to the public via [www.smarterroads.org](http://www.smarterroads.org). VDOT is also partnering with Lyft, Uber, dockless bike and scooter providers to promote transportation and transit usage. VDOT must make sure that all segments of the population are not left behind and is testing technology to assist blind pedestrians. The public sector must be ready to step in where private sectors does not. Blind pedestrian crosswalks testing are being done at West Ox Road at Alliance Drive, and Hilltop at Prosperity Avenue. VDOT has taken steps to prevent hacking to their data servers. VDOT does not consider themselves as a prime target so their cyber security effort is proportional to the perceived risks.

Commissioner Champness reviewed future working group's efforts to date with Mr. Sripathi. Mr. Sripathi agreed to communicate with the Futures Group. He said that small start-up companies have replaced large university research departments in bringing innovations to the market in a much shorter time frame, for example, 3 years. VDOT is looking to use drones to assist state police with accident reconstruction and analyzing various data sources to help identify accident location risks.

**TAC Subcommittee on Planning for the Futures Work Group Meeting:** the next Work Group meeting is scheduled for October 23, 2018.

### **TAC Transportation Achievement Awards**

The Awards Subcommittee consists of Commissioners Hoskin (Chair), Sperling and Jones. After reviewing two nominees, the subcommittee recommended that the Award should go to Mark Canale, Chief Special Project Manager, FCDOT.

### **Approval of the Minutes**

The approval of the meeting notes from previous meetings were postponed to the October meeting, because a quorum was not met.

### **Comment & Feedback on Previous Meeting's Presentations**

July 17, 2018: Discussion with Board Transportation Aides – No comments

August 21, 2018: Trip to Dulles Rail Yard, Airport Station and Innovation Station – No comments

### **Other Business**

Commissioner Jones asked about TAC members attending a second meeting each month on additional transportation subjects that might be of interest to them.

Vice Chair Madden stated that there are 23 schools that have a fleet of bikes available for students. October 27, 2018 is the bike tour of Mt. Vernon.



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## Planned Agenda for next meeting

Topics for Future Meetings (Candidates for holding meetings at alternate location indicated in **bold**)

- **October 16:** MWAA – State of Dulles International and Reagan National Airports
- **November 20:** Fairfax Connector and Metrobus Plans for Alternative Service during WMATA's Reconstruction of Blue/Yellow Lines South of Reagan National Airport Station
- **December 18:** Annual TAC Holiday Dinner with Discussion on Futures Work Group
- **TBD:** Joint meeting date with the Planning Commission's Transportation Committee on what their vision is for future development and any changes in planning and zoning guidelines that may be needed to account for future work environment given the pace and impacts of technology advances

## Announcements and Adjournment

The meeting was adjourned at 9:30 p.m.