

**FAIRFAX COUNTY TRANSPORTATION ADVISORY COMMISSION
MEETING NOTES
July 19, 2015, 7:30 PM**

FCDOT, 4050 Legato Rd, Suite 400, Conf. Rooms 400.06 & 400.08, Fairfax, VA 22033

Web Site: <http://www.fairfaxCounty.gov/fcdot/tac/>

Note-Taker: Micah Himmel and Donald Kissinger

TAC Members in Attendance: Chairman Jeff Parnes (Sully), Secretary Roger Hoskin (Mason), Kevin Morse (Braddock), Mike Champness (Dranesville), Harry Zimmerman (Lee), Michael Shor (Mt. Vernon), Micah Himmel (Providence), Eric Thiel (Springfield), and Donald Kissinger (Fairfax Area Disability Services Board).

TAC Members Absent: Alan Young (At-Large) and Vice Chairman Jennifer Joy Madden (Hunter Mill).

Others in Attendance: FCDOT staff: Calvin Lam, Kristin Calkins and Angela Martinez (FCDOT). Amalgamated Transit Union (ATU) representatives: Natalie Cruz, Bob Snyder, Luis Santiago and Vance Young.

The meeting was called to order by Chairman Jeff Parnes at 7:35 p.m. The minutes of the last meeting were approved with a minor typo.

Agenda and Discussion Topics

Reston Network Analysis

Kristin Calkins, FCDOT project manager (Kristin.calkins@fairfaxcounty.gov, 877-5710) for the Reston Network Analysis, presented the project to the TAC. She explained that the goal of the RNA was to conduct an analysis for the proposed grid of streets and determine a finalized grid of streets and the number of lanes between and at intersections under the plan. The RNA project is approximately halfway through the process. Thus far, the output of the analysis has created a baseline for the build-out year, which is 2050.

FCDOT has spoken with VDOT regarding details regarding Transit Oriented Development (TOD) and Transportation Demand Management (TDM). FCDOT was able to negotiate new trip reduction goals. VDOT agreed to a 7.5 percent trip reduction. The RNA assumes a 50 percent reduction of single occupancy vehicles (SOV) within $\frac{1}{4}$ mile of the transit station area (TSA).

In addition, the RNA is permitted to use a level of service (LOS) E to balance throughput of vehicles and comfort of pedestrians and other non-SOV users. This LOS E is an approximation of what a multimodal LOS would equate to. That is, the balance between modes causes a traditional LOS measure—namely, a highway-oriented design approach—to skew lower than it is in an urban multimodal context.

Chairman Parnes asked about a building being redeveloped approximately 0.9 miles from transit stop. He questioned whether it is actually a TOD location at that distance from the TSA. In response Ms. Calkins indicated that the RNA does not include new assumptions or proposals; rather, it is part of the previously adopted Reston master plan. In other words, his answer resides with the Department of Planning and Zoning.

In this process, FCDOT is planning in a way to mitigate in a tiered way (slide 17).

- 1st tier recommendations: options like signals and non-ROW requiring measures
- 2nd tier recommendations: options including new turn lanes or other more capital-intensive measures
- Tier 3 recommendations: options would be the most capital-intensive and could include small footprint grade separations

After implementation of Tier 2 recommendations, there should only be seven problem locations. The RNA defines those locations as intersections with more than 120-second-long delays). Part of the RNA includes a phasing analysis to determine what projects make sense to prioritize. An interim check occurs in the year 2030.

FCDOT has conducted public involvement to attempt to address citizens' concerns. The core public input derived from an advisory group convened under the aegis of Supervisor Hudgins. FCDOT carried out additional public involvement activities.

Q&A:

- Commissioner Champness asked about the use of roundabouts. Ms. Calkins noted that roundabouts do not work well between signals, but it is possible to implement them inside of newer developments where the grid of streets will be created.
- Chairman Parnes noted that he believes Sunset Hills Rd should become a divided highway.
- Commissioner Himmel raised question about pedestrian safety regarding addition of right turn lanes for Isaac Newton Square North & Wiehle Ave intersection. Ms. Calkins noted that lanes would be 11' feet wide, so the idea is that the crosswalk would be about 33' wide. Right turns would be restrictive instead of permitting a right on red. She further indicated that length of the green phase along Wiehle Ave should aid pedestrian crossing.
- Commissioner Zimmerman asked about LOS E, concerned that that LOS will not lead to planned outcome. Ms. Calkins explained the difference in context that applies to a typical LOS E and how it applies within an urban context.
- Commissioner Champness asked about future adherence to the transportation/land use plan. Ms. Calkins noted that the plan is already part of Fairfax County's Comprehensive Plan. He also asked about the intensity of land use. Calkins indicated that based on her recollection that the highest FAR would be 3.5.
- Commissioner Morse asked about how one deals with changes in the future if a correction to an interchange is necessary. Ms. Calkins noted that an Interchange Modification Report (IMR) would be required. The IMR is a Federal Highway Administration requirement.
- Chairman Parnes raised the Soapstone and Sunset Hills meetings. He asked whether they were part of the RNA, to which the answer was yes. The Hunter Mill Rd (HMR) analysis is separate, but assumptions from RNA will feed into the HMR study.

2015 TAC Transportation Achievement Award

The TAC endorsed Ali Clements for the TAC Award after a brief review of merits of the nominations of Ms. Clements.

Chairman Parnes noted that Commissioners Don Kissinger and Michael Shor will volunteer for next year's TAC Award subcommittee. Commissioner Champness volunteered to serve again, with next time as the committee chair.

Chairman Parnes asked FCDOT to reach out to the past five years' recipients of the TAC award to identify future nominees. He expressed dismay that no one at FCDOT was nominated for the award this year.

Comment & Feedback

Commissioner Zimmerman asked about the cost of bikeshare to users. Chairman Parnes said that the price is the same as for other jurisdictions. The former asked about pricing for users; the latter responded about how it works for overages more than 30 minutes.

Responses to Queries from TAC Members

Tallest Building in Reston: Beacon for Transit-Oriented Future

Chairman Parnes asked about RNA consideration of development as far as 0.9 miles from transit-oriented development. Barbara Berlin, Director of Zoning Evaluation, Fairfax County Department of Planning and Zoning, responded to the question raised by Chairman Parnes. She provided a link to the Board of Supervisors' (BOS) recent action to approve modifications to the previously approved building located at 1760 Reston Parkway:

<http://ldsnet.fairfaxcounty.gov/ldsnet/ldsdwf/4525340.PDF>.

Embedded within this staff report is a link to the staff report on the 2012 application, approved by the BOS in 2014. Once the BOS has approved a zoning application and there are subsequent applications to amend that approval, County staff reviews any potential impacts stemming from the request to amend. The BOS may approve or deny the request to amend; however, it cannot rescind its original approval on the zoning. Accordingly, the question as to whether or not the application to amend meets County guidelines for transit-oriented development is not revisited by staff.

Increasing Costs of Sidewalk Projects Not Being Responded to in a Timely Manner

Commissioner Himmel raised questions regarding the lack of response to the concerns he has raised in trying to understand the increasing costs of sidewalk projects and what is being done to control those costs. The original concerns included that the rates of increase did not seem plausible and that budgeted money might be returned unless the costs are estimated better (because the costs are overestimated and not as many projects are scheduled than could have been). In addition, because it has taken nearly a year to get FCDOT's responses, there are concerns about FCDOT's responsiveness, as well as the process involved because the Director is responding directly which must be increasing the response time over having staff responses.

Calvin Lam, FCDOT staff, offered that there were a number of questions involved and made the Commissioners aware that FCDOT Director has offered to meet or have a call on the issues and Calvin Lam volunteered to set up a meeting.

A discussion ensued regarding the goal was a clearer understanding of what has happened and what the estimated costs should be. By some measures the apparent 12% per annum increases are much larger than the increase in construction costs generally. There was some discussion of the different sources of information and appropriateness of the methods used, but a consensus was that the discussions needed to try to identify any issues and/or unknown factors that may be unjustifiably increasing the estimates.

Other Business

Amalgamated Transit Union (ATU)

ATU representatives present were present at the meeting in the audience, including Ms. Natalie Cruz, Field Mobilization (npcruz@atu.org, 301-431-7100 (o)/202-215-1753(c)).

Ms. Cruz stated that Connector employees are not receiving pensions or meal breaks under contract negotiations. ATU has a contract with MV, which in turn has an RFP with Fairfax County. She further stated that BOS members have not offered support in response to requests for help. She provided an explanation of contract negotiations. The contract with MV expires at end of November. MV contract with Connector is into 2018.

In a closed session, the commissioners discussed how to handle hearing from ATU. The TAC will seek input from staff to determine how best to proceed in light of the legal nature of the matter and the TAC's lack of jurisdiction or standing.

Chairman's Summary from BOS BTC Meeting

Federal Aviation Administration (FAA) Noise Issue

Communities near DCA airport have complained about noise. Fairfax County is working with the FAA to find a solution to mitigation noise impacts.

Silver Line Phase II

VDOT and MWAA are disputing standards for construction of project.

Metro Stations at Tysons

No publicly provided parking is available at stations, so Fairfax County has focused on creating paths and walkways to/from developments nearby. There was discussion of a need to light the paths, as well as shovel them during snowfall. Other BOS members want their Metro-proximate paths cleared, too.

Lifecycle costs of transit buses

Fairfax County buys “12-year buses” (heavyweight). On a lifecycle basis, the cost for a 7-year bus is higher than a 12-year bus. Part of the reason for the cost differential is that the heavyweight, 12-year buses also include training programs.

Planned Agenda for Next Meeting

- **August 16, 2016: Embark Richmond Highway**

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

- **September 20, 2016:** I-395 Express Lanes – Susan Shaw/Amanda Baxter (VDOT)
- **October 18, 2016:** Fairfax County Parkway Corridor Study – Neil Freshman
- **November 15, 2016:** Legislative Update – Noelle Dominguez (FCDOT)
- **December 20, 2016:** Update on Fairfax County Taxicab Regulation – Susan Hafeli (DCCS)
- **January 17, 2017:** Update on I-66 Project – Sung Shin and Leonard Wolfenstein (FCDOT)
- Update on Tysons Transportation Projects – Ray Johnson (FCDOT)
- Comprehensive Plan and Transportation staff and Planning Commission discussions with TAC 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 (including guest speaker to explain impact of self-driving/smart cars, buses and trucks on traffic, roadways and intersections). Joint meeting date with the Planning Commission’s Transportation Committee will be determined.

Closing and Adjournment

The meeting was adjourned at 10:15 p.m.

Upcoming Events/Other Meetings:

Board Transportation Committee Meeting (BTC)

- July 19, 2016, 3-5 pm, Fairfax Government Center, Conf. Rooms 9 & 10

Shirley Gate Road Extended Corridor Study

- July 19, 2016, 7-9 pm, Fairfax Government Center

Board of Supervisors Environmental Vision Update Process:

- July 20, 2016, 7:30-9:30 pm, Luther Jackson Middle School, Falls Church
- July 27, 2016, 7-9 pm, South County Government Center Alexandria
- July 28, 2016, 7:30-9:30 pm, South Lakes High School, Reston

Upcoming TAC Meetings:

August 2, 2016	7:30 pm	TAC Work Session (FCDOT)
August 16, 2016	7:30 pm	TAC Regular Meeting (FCDOT)
September 6, 2016	7:30 pm	TAC Work Session (FCDOT)
September 20, 2016	7:30 pm	TAC Regular Meeting (FCDOT)
October 4, 2016	7:30 pm	TAC Work Session (FCDOT)
October 18, 2016	7:30 pm	TAC Regular Meeting (FCDOT)
November 1, 2016	7:30 pm	TAC Work Session (FCDOT)
November 15, 2016	7:30 pm	TAC Regular Meeting (FCDOT)
December 6, 2016	7:30 pm	TAC Work Session (FCDOT)
December 20, 2016	7:30 pm	TAC Regular Meeting (FCDOT)