



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 #5 MINUTES

DATE: January 11, 2016
TIME: 7:00pm-8:30pm
LOCATION: North County Government Center

ATTENDEES:

Advisory Group

Andy Sigle (Advisory Group Chair)
Robert Goudie (Reston Town Center Association)
John L. Kauppila* (Reston Association)
Bill Keefe (Reston Community Board of Governors)
Mark Looney (Greater Reston Chamber of Commerce)
John Mossgrove
Matt Valentini (JBG Companies)

Staff

Kristin Calkins (FCDOT, Network Analysis Project Manager)
Tom Biesiadny (FCDOT, Director)
Leonard Wolfenstein (FCDOT)
Tom Burke (FCDOT)
Angela Martinez (FCDOT)
Beth Iannetta (FCDOT)
Paul Davis (Hunter Mill District Office)

**for Cate Fulkerson*

Absent: Delores Bailey, Tim Cohn, Liana King and Maggie Parker

I. Meeting Summary

This was the fifth meeting of the Reston Network Analysis and Funding Advisory Group. Tom Biesiadny of the Fairfax County Department of Transportation (FCDOT) provided a brief introduction of the project. Kristin Calkins (FCDOT) went through a prepared PowerPoint presentation of 2050 Unmitigated Results and outlined expectations and next steps for the Network Analysis. A hardcopy of the presentation was 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 7:05 pm.
- Draft meeting minutes for Meeting 4 (December 14, 2015) were unanimously approved. Approved minutes are posted to the project website.
- Kristin updated the group on projects and meetings related to the network analysis. No Network Analysis related meetings have taken place in the time since the group last met. FCDOT staff is incorporating comments from the last Advisory Group meeting into the latest version of the Reston Funding Plan which will be presented at the next Advisory Group meeting on Monday, February 22.

Reston Network Analysis 2050 Unmitigated Results

Kristin presented results of the 2050 unmitigated model run.

- The county has begun analyzing 2050 traffic conditions. The results of the first model run present a "first cut" of 2050 Level of Service (LOS). Results are unmitigated, meaning they do not include any

signal retiming, turn lanes or additional signals from what currently exists (except for those that are in current rezoning applications).

- The Grid of Streets is included in the network with some modifications shaped by pre-applications for rezoning.
- A LOS E is considered acceptable within the Reston Transit Station Areas (TSAs). Delay, in number of seconds per vehicle, reflects the severity of LOS at each intersection in the study area.
- Mitigation efforts will be focused on intersections with a failing LOS, those which have delays of 80 seconds or greater per vehicle.
 - Of the 42 intersections where data collection was done for existing conditions, the number that will be LOS F in 2050, if no mitigation measures are done, is:
 - AM peak: 24 intersections
 - PM peak: 26 intersections
 - AM and PM peak: 22 intersections
- The scale of mitigation will likely vary depending on the severity of delay and the mitigation solutions which are acceptable within the context of the intersection location.
- Intersections with over 120 seconds of delay per vehicle were identified as “problem intersections” and may require more attention during the mitigation process.
 - There are problem intersections with delays in excess of 120 seconds:
 - AM peak: 17
 - PM peak: 19
 - AM and PM peak: 14
- Advisory Group members observed that some of the largest delays were found outside of the TSA study area or at intersections along the border of the TSA.
 - Staff response:
 - Dulles Toll Road westbound ramps on Hunter Mill Road are being considered as a part of another ongoing study.
 - Intersections on the border of the TSA such as Sunrise Valley Drive and Fairfax County Parkway will be considered as a part of the Network Analysis.
 - Reston Parkway from Baron Cameron Avenue to Lawyers Road is included as a follow-on task to the Network Analysis.
 - The intersection of Sunset Hills Road and Town Center Parkway (with the extension crossing of the Dulles Toll Road) showed a larger delay than what group members expected. This is because the intersection’s signal was not retimed in 2050 unmitigated to better accommodate new traffic coming from and destined to areas south of the Dulles Toll Road.
- Staff will continue to present results as overall LOS for signalized intersection. Full sets of detailed unmitigated data are available to the Advisory Group, Stakeholder Group and the public by request.
- Staff completed an analysis of walksheds for the three Reston Metrorail Stations with and without the Grid of Streets. The inclusion of the Grid of Streets as “complete streets” with pedestrian facilities increases the amount of area accessible in a one-mile walk of Reston’s Metro stations by 44 percent.
- Mitigation efforts will seek to improve failing LOS conditions to LOS E, except in select cases where staff, in consultation with the Advisory Group and Stakeholder Group, make a case to VDOT that mitigating to LOS E is either too costly or disruptive to achieve.
- Mitigation measures will be identified using a tiered approach:

- 1st Tier: No right-of-way impact: optimized signal timing, changes to lane allocation, new stop or signal controls.
- 2nd Tier: Some right-of-way impact: new or additional turn lanes, additional travel lane, and additional grid link.
- 3rd Tier: Larger measures: alternative intersection treatments, underpass, overpass, etc. These will be recommend as a last resort in consultation with the Advisory Group and Stakeholder Group.
- Next steps will test no right-of-way (ROW) mitigation measures.
- An Advisory Group member asked if mitigation measures will only be applied to “problem intersections” and only on new links.
 - Staff responded that mitigation measures will be applied to all existing and new links which have an LOS F. Problem intersections were identified as these are the areas which may require a greater level of effort in finding the appropriate mitigation.
- An Advisory Group member asked if no-ROW impacts will include the narrowing of travel lanes to accommodate bike lanes and calm traffic.
 - Staff answered that the analysis assumes 11’ travel lanes as recommended in the Comprehensive Plan. Intersection and lane configuration are considered no-ROW impact mitigation and will be assessed individually at each location.
- An Advisory Group member asked if there is to be a discussion of complete streets in the analysis.
 - Staff answered that all new and existing road links will be evaluated and assigned a multi-modal corridor type using the Virginia Department of Rail and Public Transport (VDRPT) Multi-Modal Design Guidelines, a complete street approach. The guidelines will assist in identifying the multi-modal characteristics of each corridor type. All new grid links will have sidewalks on both sides. The model also accounts for pedestrian calls at signalized intersection, ensuring the safe movement of pedestrians at these locations.
 - Tom expanded on the response adding that FCDOT has a goal to enhance opportunities for multi-modal travel on roadways. The tiered approach to be used in the Network Analysis ensures that intersections and roadways are not overbuilt, which better accommodates all modes of travel.
- The next step in the Network Analysis is to test no-ROW mitigation measures in the 2050 model.
- 2050 Unmitigated Results will be presented at the Stakeholder Meeting on January 15, 2016.
- The next Advisory Group meeting will be held on February 22, 2016 and will focus on the Funding Plan
- The Advisory Group will pick up discussion of mitigation measures at a later meeting. This discussion is likely to be a reaction to the initial test of the second tier mitigation measures identified by staff in consultation with the Stakeholders Group. The Advisory Group will have the opportunity to weigh-in on the no-ROW impact mitigation measures before ROW impact measures are considered.
- An Advisory Group member asked if the county expects additional feedback on the funding plan in advance of the next meeting.
 - Staff answered that additional feedback is always welcome but that staff is incorporating feedback from the last meeting into what will be presented at the next Advisory Group meeting.

Community Q&A

- There was only one question from the audience. An audience member asked how opportunities to reallocate pavement will be included.

- Staff responded that all potential lane and intersection reconfigurations will be looked at individually.

Advisory Group Discussion

- An Advisory Group member asked when citizens would be engaged.
 - Staff answered that a public meeting is scheduled for February 1, 2016 from 7:00 pm-9:00 pm at Lake Anne Elementary. The meeting is meant to introduce the Network Analysis to community.
 - Advisory Group members are asked to promote this meeting within their neighborhoods. Kristin has further details and a flyer which can be shared.
- It was reiterated that the development community and others will be looking for “cheap and cheerful” transportation solutions. He added that the funding plan calls for \$2.6 billion dollars of improvements to support development but development will be phased in slowly overtime and may not reach the levels necessary to trigger transportation improvements.
 - Staff responded that the Funding Plan will be informed by the phasing analysis so that essential projects are slated for funding.
- An Advisory Group member asked if the funding plan is linked with development.
 - Tom answered that the Funding Plan is a 40 year plan and will be evaluated multiple times and amended if necessary.
- Andy asked that staff provide context on the funding plan, possibly based on Tysons, going into the next Advisory Group Meeting. This could help address what developer contribution levels might look like based on the overall \$2.6B need; e.g. low and high side \$/square-foot figures, and what the possible deltas would be which would need alternative funding.
- It was noted by an Advisory Group member that transportation contributions are just one of several expenses paid by developers. They also contribute to parks, schools, storm water and other services. At a specific price point per square foot projects become infeasible.
 - Staff responded that the Transportation Priority Funding Plan allocates six years of revenue sources to transportation projects
- Andy asked if there we any additional comments or questions. He encouraged Advisory Group members to attend the Stakeholder Group meeting and distribute information on the Public Meeting.

II. Action Items

- *FCDOT Staff:*
 - Send invitation to public meeting to Advisory Group members.
- *Advisory Group:*
 - Distribute invite to public meeting to civic and neighborhood groups, and the general public.

III. Next Steps

- Public Meeting scheduled on Monday, February 1, 2016 from 7:00 pm-9:00 pm at Lake Anne Elementary.
- Stakeholder Group meeting on Friday, January 15, 2016.
- Advisory Group meeting on Monday, February 22, 2016 to focus on the funding plan.

Network AG Minutes #5

- Next steps of the Network Analysis will test no-ROW mitigation measures on the 2050 model. Results will be presented at the next Stakeholder Group meeting for discussion set for February 12th.