



# 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 #3 MINUTES

**DATE:** November 9, 2015  
**TIME:** 7:00pm-9:00pm  
**LOCATION:** North County Government Center

**MINUTES PREPARED BY:** Angela Martinez  
**ATTENDEES:**

### Advisory Group

Andy Sigle (Advisory Group Chair)  
Delores Bailey  
Tim Cohn  
Robert Goudie (Reston Town Center Association)  
Liana Kang (Polo Fields Resident)  
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)  
*\*for Cate Fulkerson*  
Absent: Mark Looney and Maggie Parker

### Staff

Kristin Calkins (FCDOT, Network Analysis Project Manager)  
Janet Nguyen (FCDOT, Funding Plan Project Manager)  
Tom Biesiadny (FCDOT, Director)  
Ray Johnson (FCDOT)  
Daniel Rathbone (FCFOT)  
Leonard Wolfenstein (FCDOT)  
Angela Martinez (FCDOT)  
Beth Iannetta (FCDOT)  
Paul Davis (Hunter Mill District Office)

## I. Meeting Summary

This was the third meeting of the Reston Network Analysis and Funding Advisory Group. FCDOT staff presented an overview of Existing Conditions for the Study Area as well as a brief review of the state of the Reston Funding Plan.

### General Discussion

- Chairman Andy Sigle called the meeting to order at 7:05 pm.
- Draft meeting minutes for Meeting 2 (September 14, 2015) were presented to the group for consideration at the next Advisory Group meeting on December 14, 2015. Approved minutes will be posted to the project website: <http://www.fairfaxcounty.gov/fcdot/restonnetworkanalysis/>
- Matt Valenti moved to approve the second draft of the group Mission Statement as prepared by Andy. John Kauppila seconded the motion, which carried unanimously:
  - Following the adoption of the Reston Master Plan Phase 1 update, the Reston Network Advisory Group was created by the Hunter Mill District Supervisor to establish a forum for the Fairfax County Transportation staff to receive input and feedback from residents and property owners/developers on the Reston Network Analysis and associated plans. Beyond its work helping County staff shape the future multi-modal grid of streets/paths (i.e. "complete streets") within the Reston Transit Station Areas (TSAs), and the mechanisms and timing/prioritization for related transportation project funding, a main output of the team is

- intended to be structured feedback to the Supervisor and the community about the plans; with a goal of consensus response, but allowing for majority/minority opinion, as needed.
- Kristin Calkins (FCDOT) gave a summary of related Reston meetings held since the Advisory Group last met:
    - Soapstone Connector Public Information Meeting: October 26, 2015:
      - The planned overpass will go through the Federal environmental review process which may take a year or more. The overpass will be included in the Network Analysis as a part of the grid of streets.
      - More information is available on the project website:  
<http://www.fairfaxcounty.gov/fcdot/soapstoneconnector.htm>
    - Reston Town Center North: November 4, 2015:
      - County staff sought public input for the Reston Regional Library, homeless shelter, and affordable housing in the development of Blocks 7 & 8.
      - The Town Center North development will be included in the Network Analysis as a part of the Comprehensive Plan build out.
    - Design Guidelines Advisory Group: October 22, 2015
      - The group is preparing recommendations for how to develop in Reston. Their recommendations will emphasis design elements outside of the curb.
    - Reston Bikeshare: October 29, 2015
      - Staff is finalizing station locations and initiating design of the stations.
      - Advisory Group members are interested in knowing more about the project, especially as it pertains to funding.
      - Andy suggested that the Bike Program Manager could present at a later meeting if the Advisory Group desires such a presentation.
  - An invite was sent to all group members for the Reston Network Stakeholder Meeting on November 20, 2015.

### **Reston Network Analysis Existing Conditions**

Kristin presented a brief overview of the Network Analysis project process and the results of the existing conditions analysis, including:

- Study Purpose and Need
  - A network analysis of the grid of streets to determine:
    - Number of lanes between and at intersections
    - How to best serve pedestrians, bikes and transit
    - Right-of-way needs
  - Assign street type and modal emphasis on grid of streets
  - Conduct a phasing analysis of when larger projects are needed
- Data Collection
  - Traffic counts at intersections, intersection queue measurements and travel time runs were collected in May 2015.
- Existing Level of Service (LOS)
  - Calculated for 42 critical intersections and 310 movements.
  - For this study an LOS E or better is considered acceptable within in the Reston TSAs.
  - Most intersections operate at an overall LOS E or better.
  - However, individual movements have failing levels of service:
    - AM peak: 13% of movements have a LOS F.

- PM peak: 22% of movements have a LOS F.
- Delays are greater in the PM hours.
- LOS in the study area is better than what was assessed in the Phase 1 plan amendment. This is because Phase 1 relied on pre-recession traffic counts.
- LOS is similar to what was assessed in recent studies inside and adjacent to the study area, confirming that these results accurately reflect existing conditions.
- An Advisory Group member asked when LOS E was approved as the acceptable standard and if LOS F would be more appropriate given the type of development expected in Reston.
  - VDOT characterizes acceptable conditions as an LOS of D or better and is making an exemption in Reston TSAs and other areas.
  - LOS E was adopted by the Board of Supervisors as part of Phase 1 Reston Plan Amendment.
  - The group continued to discuss LOS during the group discussion
- Existing bike facilities, pedestrian facilities and bus routes were presented to the group.
  - The Network Analysis will only make recommendations for facilities on the grid of streets.
  - The Network Analysis recommendations for bike facilities on the grid of streets will supplement the Bicycle Master Plan.
- Next steps will test the 2050 build out of the Phase 1 Reston Comprehensive Plan Amendment.
  - The number of trips generated by the different land uses will be calculated using the Institute of Transportation Engineers (ITE) rates.
  - These rates tend to overestimate trips in urban areas. Because of this, reductions will be applied to the trips generated by the new uses in Reston TSAs. These reductions are based on the Transportation Demand Management (TDM) rates adopted in the Reston Phase I Plan. The reductions are based on proximity to the Metro, the closer a site is to the Metro, the higher the trip reduction applied.
  - There will also be a 7.5% reduction in trips applied to 2050 to help account for technological enhancements that increase the capacity of roadways without any improvements.

### Community Q&A

- A member of the community asked how the Soapstone overpass and Association Drive will be included in the study.
  - Staff indicated that the 2050 build out assumes that all planned transportation improvements are complete, including the Soapstone Connector.
  - The study will assume that something is done with Association Drive to accommodate the Soapstone Connector.
- A concern was raised about the Wiehle Metro Station Bus Bays, specifically relating to the noise.
  - Staff indicated that the Metrorail Stations bus bays being built as part of the Silver Line Phase II will be outdoors.
- A resident asked how the Herndon Metrorail Stations Access Study (HMSAMS) will be accounted for in the Network Analysis.
  - Staff indicated that the study made recommendations for off-road bike and pedestrian connections. The Network Analysis will make recommendations for on and off-road facilities and that the HMSAMS recommendations will be considered in the Network Analysis.
- A community member asked how bus routes will change after the opening of new Silver Line stations.

- Staff responded that currently bus service is focused on the Wiehle-Reston East Metro Station. With the opening of Silver Line Phase II, bus routes will be redistributed to serve the three Metro Stations in Reston and the Innovation Metro Station.
  - Staff also stated that the Network Analysis is not making recommendations for bus service. Those recommendations will be made in a separate process prior to the opening of Phase II.
- A resident of Polo Fields asked how the station access study request by Supervisors Hudgins will be incorporated into the study.
  - Staff indicated that the connection in question will be included in the Network Analysis, and when more information is available it will be provided at future meetings.

### **Advisory Group Discussion**

- Acceptable LOS
  - A member of the Advisory Group questioned why LOS E was being used as the LOS for the study, indicating that acceptable is subjective and successful multimodal environments should not focus on mitigating LOS for vehicles.
  - A member of the group mentioned that as a resident of Reston, LOS F may be acceptable as it would discourage people from driving through Reston.
  - An Advisory group member suggested that in a TOD area, mitigating to LOS E would be costly and not worth the tradeoff to the multimodal environment.
- FCDOT staff clarified LOS for the purpose of the Network Analysis
  - LOS E was adopted as the acceptable LOS in the Reston Phase 1 Plan Amendment, approved by the Board of Supervisors. The Reston Network Analysis is supplementing the work of Reston Phase I, but is not changing policy.
  - VDOT standard requires an overall intersection LOS D or better. VDOT has agreed to allow a LOS E or better on the roadways they manage within the Reston TSAs.
  - Roads outside of the TSAs will still have a LOS D standard.
  - Tom Biesiadny indicated that LOS F is unacceptable because people (including Reston residents) and buses still need to drive through Reston.
- A member of the Advisory Group asked how investment in the grid of streets will change as development becomes more transit orientated and there is less demand for auto trips.
  - Staff indicated that the purpose of the network analysis is to make sure that the grid of streets serves all modes of travel and are not overbuilt.
  - The TDM reduction goals take into account the reduction in trips that will result from an increase in transit and other modes.
- Some Advisory Group members felt that trip reduction rates could be greater than FCDOT anticipates in the study area.
  - FCDOT staff indicated that the trip reduction rates are being used for Transit Station Areas throughout the County, except in Tysons. These rates were developed through a TDM study are included in the Reston Phase I Plan.
- A group member asked to what extent the analysis will look at existing pavement.
  - The analysis will not make recommendations for road diets or multi-modal facilities on existing roadways.
  - FCDOT planning staff is in close coordination with Department of Zoning and other DOT sections on ongoing studies and development in Reston to ensure that plans are complementary.

- A member of the Advisory Group asked if the increase in tolls along the DTR would be accounted for in the study.
  - FCDOT staff indicated that the price of tolls along the DTR are factored into the travel demand model. Therefore trips diverted from the DTR because of cost of toll will be accounted for in the study.

### **Reston Funding Plan Overview**

Ray Johnson gave an overview and update on the funding plan process, including:

- Board of Supervisors Follow-on Motion that directed staff and the Planning Commission to develop an inclusive process to prepare a funding plan for the transportation improvements recommended in the Reston Master Plan.
- The estimated high level total for all major network infrastructure improvements > \$2B.
- The Advisory Group is expected to play a key support role in this area by assisting staff through means of feedback and input during development of the funding plan.
- Approved funds and potential sources of revenue
  - There is already \$14.5M in Board approved funding that is currently allocated to Reston Projects
  - Cost allocations will be shared between public and private sectors, projects will be prioritized through the Network Analysis.
- Next steps
  - The next Advisory Group meeting will discuss funding in greater detail.
- Some Advisory Group members expressed concerns about their role in developing a funding plan.
  - FCDOT clarified that staff will guide the group through possible revenue sources and that staff anticipates the group being of great assistance with creating a viable funding plan.

## **II. Action Items**

- *FCDOT Staff:*
  - Resend invite to Reston Stakeholders Meeting on November 20
- *Advisory Group:*
  - Send any comments on the Draft Minutes for Meeting #2 (September 14, 2015) to Kristin and Andy

## **III. Next Steps**

- Next Advisory Group meeting will be held on December 14, 2015 and will focus on the funding plan.