



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 #7 MINUTES

DATE: March 28, 2016
TIME: 7:00 pm - 9:00 pm
LOCATION: North County Government Center

ATTENDEES:

Advisory Group

Andy Sigle (Advisory Group Chair)
Robert Goudie (Reston Town Center Association)
Mark Looney (Greater Reston Chamber of Commerce)
John Mossgrove (Resident)
Matt Valentini (JBG Companies)

Staff

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

Absent: Delores Bailey, Tim Cohn, Bill Keefe, Liana King, Cate Fulkerson, and Maggie Parker

I. Meeting Summary

This was the seventh meeting of the Reston Network Analysis and Funding Advisory Group. The focus of this meeting was to discuss the results of Tier 2 mitigation. 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 7:07 pm.
- Robert requested a change to the meeting minutes for February 22, 2016, which were distributed to the Advisory Group for review in advance of the meeting. Robert requested that an additional bullet point be added to the General Discussion section which will read; "An Advisory Group member asked for an analysis of how the Tysons funding model applies, and how it might be different than what is applied in Reston."
 - With this modification the minutes were approved unanimously. Approved minutes are posted on the project website.
- Kristin updated the group on projects and meetings related to the Network Analysis:
 - A Public Hearing was held on March 17, 2016 to solicit public feedback on the design elements of the W&OD trail bridge crossing Wiehle Avenue, which is expected to be constructed by 2021.
 - The Stakeholders Group will meet on March 30, 2016 to discuss Tier 2 Mitigation results.
- Andy mentioned that FCDOT received written comments from the group Reston 2020 on the Reston Funding Plan. These comments have been shared with the Advisory Group. Andy encouraged all Advisory Group members to read Reston 2020's comments.

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Reston Network Analysis 2050 Tier 2 Recommendations

- Kristin gave an overview of the Tier 1 mitigation results. Tier 1 mitigation includes improvements that do not require new right-of-way, but reduce the congestion on the network. Tier 1 mitigation includes new signals, new stop signs, and changing the way existing pavement is used.
 - The Tier 1 mitigation included 26 new signals added to the network.
 - Unmitigated results had 22 problem locations (signalized intersections with overall delays in excess of 120 seconds). After applying Tier 1 mitigation, the number of problem locations fell to 13 intersections.
- Tier 2 mitigation includes improvements that require some new right-of-way, but reduce congestion include new turn lanes, additional through lanes and additional grid links. Improvements identified in Tier 2 mitigation included:
 - 4 additional signals in the network:
 - New Dominion Parkway & Library Street
 - Reston Station Boulevard & Soapstone Drive
 - Bracknell Drive & Stevenage Road
 - Reston Town Center West consolidated access
 - 5 new turn lanes (lane configurations are available in the presentation online).
 - Monroe Street & Frying Pan Road/Fox Mill Road
 - Reston Parkway. & Sunrise Valley Drive
 - Sunset Hills Road & Town Center Parkway
 - Wiehle Avenue & Reston Station Boulevard
 - Wiehle Avenue & N Isaac Newton Square
 - Additional Tier 2 mitigation measures may be recommended to address a failing level of service (LOS) for certain movements.
- An Advisory Group member asked why the recommendation to modify the westbound approach on Sunrise Valley Drive at Reston Parkway was considered a Tier 2 recommendation given that the additional turn lane came from reallocation of existing pavement and had no right-of-way (ROW) impact. Staff explained that while lane allocation has no ROW impact, it was identified through the Tier 2 process and accounted for in this round of analysis.
- An Advisory Group member asked if the northbound left turn lane at Town Center Parkway at Sunset Hills would extend all the way to the Town Center underpass. Staff answered that further study is needed to determine the length needed for the turn lane before the necessary length to support the queue is known.
- An Advisory Group member commented that the proposed configuration of Sunset Hills Road at Town Center Parkway has eight lanes and that the width required to implement this recommendation would create a large section for pedestrians to cross. They felt this should be avoided, especially near the Town Center Metro Station. Staff explained that the Comprehensive Plan recommends widening this section of Sunset Hills Road to six lanes. The Network Analysis assumes Comprehensive Plan build out as a part of the base network. Without this recommendation the intersection experiences unacceptable levels of delay. These delays impact drivers, buses, kiss-and-ride riders and other users.
- The conversation on the proposed width of Sunset Hills Road continued. Several Advisory Group members voiced concern about safety, convenience and the pedestrian experience given that this location is adjacent to the future Reston Town Center Metrorail Station.

- Staff recognizes the Advisory Group's concern about this location. The Comprehensive Plan recommendations were made looking at the capacity needs of the roadway. Future design of the intersection will incorporate elements needed to meet pedestrian and multimodal goals.
 - Staff responded that pedestrians walking to the Metrorail Station would likely cross Sunset Hills Road farther east closer to the entrance to the Metrorail Station.
 - Staff will continue examining the intersection to see if the cross section can be reduced and still accommodate the capacity needs of the intersection.
- An Advisory Group Member asked about the additional eastbound and westbound turn lanes on N. Isaac Newton Square at Wiehle Avenue.
 - Staff responded that the additional lanes were added to address the intersection's overall delay. Without these new turn lanes the intersection would operate at LOS F during the PM peak hour.
- An Advisory Group member commented that the extension of N. Isaac Newton Square to Business Center Drive is speculative.
 - Staff responded that because there is development potential in the Comprehensive Plan for the area, this link would be built to accommodate the development and its associated transportation needs.
- The group member asked a follow up question, asking what determines when links are constructed.
 - Staff responded that development will drive the need for certain transportation improvements.
- Kristin presented an overview of transportation improvements in the Town of Herndon which were added to the model in the Tier 2 analysis. These improvements included:
 - Extension of Fairbrook Drive
 - Extension of Worldgate Drive
 - Turn lanes at:
 - Spring Street and the ramp to Fairfax County Parkway
 - Spring Street and Herndon Parkway
 - Monroe Street and Worldgate Drive
 - Monroe Street and Herndon Parkway
 - New Signals
 - Worldgate Drive Extension and Herndon Parkway
 - Herndon Parkway Fairbrook Drive

Reston Network Analysis 2050 Tier 2 Results

- Kristin presented the Tier 2 LOS results at signalized intersections.
- From Tier 1 to Tier 2, the number of key signalized intersections operating at LOS F in the AM peak hour reduced from 12 to 10. The number of failing intersections in the PM peak hour and during both the AM peak hour and PM peak hour remained the same, with 12 intersections failing in the PM peak hour and 9 intersections that fail during both peak hours. The intersections that continue to fail are located on major roadways in the study area, which already have multiple turning lanes on all their approaches.
- Kristin presented maps of Tier 1 and Tier problem locations, which are intersections with greater than 120 seconds of delay.

- An Advisory Group member asked why seconds of delay was worse in some locations in Tier 2 when compared to the results from Tier 1. Staff responded that changes of delay within 20 seconds are not substantial and do not represent significant changes in delay.
- A question was raised about induced demand. Staff responded that induced demand is observed when transportation improvements are built with extra capacity, thus attracting more trips. Transportation improvements which are planned to meet (not exceed) demand will improve traffic conditions but not attract or generate vehicle more trips.
- An Advisory Group member asked if the county is looking at opportunities for parallel facilities to meet north-south demand, such as Hunter Mill Road. Staff responded that Hunter Mill Road is the subject of ongoing study and recommendations made in both studies will be complementary.
- A group member commented that there was not many ROW impacts in Tier 2. Staff responded that this is a good thing, it means the grid is doing its job. Alternate paths improve travel conditions while allowing roads to be smaller and more walkable.
- A group member asked how improvements work in the interim, how does staff decided what grid links should be built and when? Staff responded that development will drive the need to construct grid links and the 2030 analysis and phasing analysis will allow staff to identify priorities for other improvement.

Community Q&A

- A member of the community asked how the Fairfax County Parkway follow-on task relates to VDOT's ongoing study of the parkway. Staff responded that VDOT is doing an existing conditions analysis of Fairfax County Parkway. Fairfax County will be conducting the future year analysis of the Fairfax County Parkway and any recommendations made in the Reston Network Analysis will be used in the Fairfax County Parkway Study.
- A member of the community commented on the issues related to convenience and reliability of existing transit service in Reston. The community member raised concerns over Fairfax Connector bus arrivals, Metro reliability, and quality of pedestrian and transit facilities. Staff understands the concerns of the community member and stresses that transit service in Reston is in a transitional stage. Completion of Silver Line Phase 2 will be accompanied by changes to bus routes, now serving the new Silver Line Metrorail Stations. In the near term, there are plans to launch real-time arrival software for Connector buses and improve bus bays.

Advisory Group Q&A

- An Advisory Group member asked to clarify what is the "trigger" for building the links on the grid of streets. Staff answered that it will be an iterative process. Grid links will be prioritized by need generated by development.
- A group member asked if the county can "pre-plan" what links are likely to be most important or identify a "base grid" of essential links. Staff answered that it is not possible to know where and when grid links are needed. While staff can look at areas where developers are currently applying for development, such as Wiehle- Reston East, these applications do not indicate when a development will actually occur. The crossings of the Dulles Toll Road are important, as will be recommendations on Fairfax County Parkway and Reston Parkway.
- An Advisory Group member asked how mitigation impacts the Funding Plan. Staff answered that the analysis is mirroring many of the assumptions that staff made on what would be required of the Funding Plan. The intersections requiring Tier 3 mitigation were included in the project scope as

locations in need of more analysis. This demonstrates that from the start of the study, staff was aware of what areas would likely require larger mitigation.

- A question was asked about how the money set aside for the grid in the Funding Plan will be allocated. Staff responded that this money will be directed to fill in critical gaps where links have been partially constructed by developers.
- A question was asked about the threshold for building missing links. Staff answered that critical needs for links will be driven by development. The grid of streets is not part of the prioritization or phasing analysis but by how development is actually occurring.
- Staff added, that while Tier 3 will necessitate larger scale improvements, the county is looking for options which are the least costly and require least amount of ROW. The presentation provides examples of the superstreets concept and through lane underpass which may be considered as part of Tier 3 mitigation.
- A group member asked if condemnation was a cost effective way to build out improvements. Staff replied that the county uses its ability to take property as a last resort, and only after the county has done everything to work with the property owner.
- Staff clarified that while in a few instances Tier 2 mitigation measures may seem to slightly increase delay on certain intersections, they actually improve the overall network effectiveness. The increases seen on those intersections are small enough not to be statistically significant in the model.

II. Action Items

- *FCDOT Staff:*
 - Set date for community meeting
 - Include questions about Tysons Funding Plan in presentation about the Reston Funding Plan.

III. Next Steps

- The Next Advisory Group will be on April 11, 2016 and will focus on the Reston Funding Plan. Staff will present several scenarios for generating revenue and address some of the group's questions about the relationship to the Tysons Funding Plan.
- FCDOT staff and the Supervisors Office are looking at dates for a second public meeting.