



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 #12 MINUTES

DATE: Monday, September 26, 2016

TIME: 6:00 pm – 9:00 pm

LOCATION: Reston Association

ATTENDEES:

Advisory Group

Andy Sigle (Advisory Group Chair)

Robert Goudie

Maggie Parker

Delores Bailey

Matt Valentini

Staff

Tom Biesiadny (FCDOT, Director)

Kristin Calkins (FCDOT, Network Analysis Project Manager)

Angela Martinez (FCDOT)

Janet Nguyen (FCDOT, Funding Plan Project Manager)

Ken Kanownik (FCDOT)

Leonard Wolfenstein (FCDOT)

Absent: Tim Cohn, Bill Keefe, Mark Looney, Cate Fulkerson and John Mossgrove

I. Meeting Summary

This was the twelfth meeting of the Reston Network Analysis and Funding Advisory Group. This meeting had a presentation on the next stages of traffic analysis and discussion of the Reston Network Analysis and Reston Funding Plan. Hardcopies of the presentation were provided to all attendees; a digital version is available on the project website: <http://www.fairfaxcounty.gov/fcdot/restonnetworkanalysis/>

General Discussion

- Chairman Andy Sigle passed out a draft version of the Reston Network Advisory Group Guidance on the Funding Plan. He asked that the Advisory Group read the draft so that it could be discussed later in the evening.
- Andy called the meeting to order at 6:10 pm.
- The meeting minutes for September 12 were approved unanimously. Approved minutes are posted on the project website.
- Kristin Calkins provided an update on meetings related to Reston transportation projects. A community meeting on the Hunter Mill Road Study was held on September 15. The purpose of the meeting was to ask for community feedback on six alternatives developed in coordination with the community for the segment of Hunter Mill Road from Sunrise Valley Drive to Crowell Road. The County is working toward identifying a preferred alternative to bring back to community by mid-November.
- Kristin shared that Liana King will be stepping down from the Advisory Group citing scheduling conflicts.

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Reston Network Analysis Presentation/Discussion

- Staff presented work on the Reston Network Analysis to date and the results of the Tier 3 mitigation.
- Kristin indicated that the intersection of Reston Parkway at South Lakes Drive was the only location in the study area that continued to have delays in excess of 120 seconds after Tier 3 mitigation. She asked the Advisory Group if there were any further mitigations they would like to see tested. Advisory Group members indicated that the current intersection is intimidating for pedestrians to cross, and would not be comfortable with recommending further widening. Staff suggested possibly testing an improvement at this location that would take advantage of the existing lanes, but convert the current northbound right turn only lane to a shared thru-right turn lane.
- An Advisory Group member asked about the effect of the extension of Pinecrest Road. Staff indicated that this improvement is included in the forecasts for Tier 3.
- An Advisory Group member asked if the analysis was based on today's land use. Staff responded that the land use included in the analysis is based on the full buildup of the Reston Phase I Master Plan.
- Advisory Group members discussed concerns about the cross section of Sunset Hills Road at Reston Parkway. Staff responded that the widening of Sunset Hills Road is recommended in the Comprehensive Plan and that even with the improvement the intersection continues to fail. However; staff is not recommending any further mitigation at this intersection in addition to what the Comprehensive Plan currently recommends.
 - Additionally, staff responded that pedestrian improvements are planned in the vicinity of Town Center Metrorail Station, including a skywalk across Sunset Hills Road with future redevelopment. There are also multiple locations for pedestrians to cross Sunset Hills Road prior to reaching the intersection with Reston Parkway that will provide more comfortable at grade crossing experiences.
- A meeting attendee asked what provisions for bus service were include in the analysis. Staff indicated that neither bus lanes nor actuated signals for buses were included in the study.
- A meeting attendee asked to what degree pedestrians were included in the analysis. Staff indicated that pedestrian crossing phases were included in all signal timings, and that sidewalks are assumed to be constructed at all intersections. Recommendations for bike lanes on certain facilities may be made in later stages of the study.
- A meeting attendee commented that residential development is outpacing recommendations in the Comprehensive Plan. Staff indicated that residential development is growing at a faster rate than other uses because it is a new use. Staff does not anticipate that the ultimate mix of uses will vary from recommendations in the Comprehensive Plan.

Reston Network Advisory Group Feedback on the Funding Plan Discussion

- The Advisory Group discussed the draft Reston Network Advisory Group Guidance on the Funding Plan distributed at the beginning of the meeting.
- Staff indicated that a final document, approved by the Advisory Group, would be helpful for a presentation that will be given to the Board of Supervisors Transportation Committee on the progress of the Reston Funding Plan, scheduled for October 4.
- Advisory Group members observed that there are material differences between Reston and Tysons in character and experience that justify different approaches toward various rates.
- The Advisory Group decided to strike a bullet which recommended that the final structure be comparable to the Tyson's rate structure.

- The group agreed that it was most interested in funding scenarios that include both a road fund (proffers) and a service district; funding scenarios 8, 10, and 11 merit further analysis.
- A discussion was held on how the Advisory Group should recommend a “balance” of Proffer and Service District revenue to fund transportation improvements. The group recognized that the discussion will be ongoing but also recognized that transportation is one of many factors needed to achieve the comprehensive plan’s vision for Reston as a destination place to live, work, and play. Other factors such as open space, parks, and schools also require certain commitments.
- The Advisory Group recommended several changes to the document which Andy and Robert Goudie captured within their respective notes. The group agreed that Andy and Robert would incorporate the edits during the second half of the presentation for the group to respond to at the end of the meeting.

Reston Funding Plan Presentation/Discussion:

- For the sake of time, staff recommended that the presentation skip to slide 14 where new material developed from the September 12 meeting began. The group agreed.
- Staff presented the work on the Funding Plan, focusing on the details of residential and commercial contributions to the Service District.
- An Advisory Group member asked what the road fund contribution rates and schedule is in Tysons, and how it has changed since it was endorsed. Staff responded that the road fund guidelines have not changed since its endorsement. Road Fund contributions are monitored and rates may be adjusted annually against a construction inflation index. The road fund guidelines will define the schedule for contributions. Staff will provide a link to the Tysons Road Fund Guidelines board item to the group.
- An Advisory Group member requested that a sunset provision be added to end the Service District once the build out of the transportation improvements associated with the Funding Plan is complete. Staff and other group members agreed that the desire for this provision should be reflected to the Reston Network Advisory Group Guidance on the Funding Plan document.
- An Advisory Group member asked how the portion of revenue from the Northern Virginia Transportation Authority (NVTA) fund was estimated. Staff indicated that NVTA funding was estimated based on an assessment of which projects in the funding plan would qualify for NVTA funding.
- An Advisory Group member asked when the Service District would go into effect. Staff responded that assessment could begin as early as the 2017 Fiscal Year (FY) with revenue to be included in the FY 2018 budget.
- A meeting attendee asked if residential contribution rates toward the Road Fund are to be collected only from rental apartments. Staff clarified that for the purpose of the Road Fund, residential contributions will come from apartment and owner occupied units.
- A meeting attendee asked staff what land uses are considered for commercial contribution rates. Staff answered that for the purpose of the Road Fund, commercial uses include retail, hotel, office and industrial uses.
- A meeting attendee recommended that the group remove Scenario 8 from the three scenarios identified by the Advisory Group for further study in the Reston Network Advisory Group Guidance on the Funding Plan document. The group discussed and decided to keep the recommended scenarios for Road Fund and Tax Service contributions.

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- The meeting ended with Andy and Robert reciting edits to the Reston Network Advisory Group Guidance on the Funding Plan. The group agreed to approve the document as amended and pending the electronic distribution.
- The final version of the Reston Network Advisory Group Feedback on the Funding Plan will be published online.

II. Action Items

- *FCDOT Staff:*
 - Staff to provide link to the Board Item for the Tysons Road Fund Guidelines.
 - Staff to test an alternative configuration of the Reston Parkway and South Lakes Drive intersection which would maintaining the current number of lanes.
- *Advisory Group:*
 - Andy to send electronic version of the amended Reston Network Advisory Group Feedback on the Funding Plan to the group and to Supervisor Hudgins for reference before it is uploaded to the County website.

III. Next Steps

- Stakeholder meeting on the Tier 3 mitigation results and update to the Funding plan scheduled on September 30th.
- Funding Plan progress presentation to the Board Transportation Committee on October 4th.