



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 #2 MINUTES

DATE: September 14, 2015
TIME: 7:00pm-8:30pm
LOCATION: North County Government Center

MINUTES PREPARED BY: Angela Martinez
DATE PREPARED: September 15, 2015
ATTENDEES:

Advisory Group

Andy Sigle (Advisory Group Chair)
Cate Fulkerson (Reston Association)
Liana Kang (Polo Fields Resident)
Bill Keefe (Reston Community Board of Governors)
Mark Looney (Greater Reston Chamber of Commerce)
Maggie Parker (Comstock Partners)
Robert Goudie (Reston Town Center Association)

Staff

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

Absent: Tim Cohn, Delores Bailey, John Mossgrove, Matt Valentini (JBG Companies)

MATERIALS

- Agenda
- Reston Network Analysis & Funding Advisory Group Mission Statement (proposed)
- FCDOT Guidelines and Tools for Conducting an Advisory Group Meeting
- Network Analysis Project Process (flowchart)

MEETING

I. Introduction

This was the second meeting of the Reston Network Analysis & Funding Advisory Group. The group initially met in October of 2014 when county staff presented a draft scope of work for the Reston Network Analysis. Since that time, a final scope has been approved and a consultant has started work on the existing conditions for the study. Also within that time, Andrew Sigle agreed to be Advisory Group Chair.

The meeting included a brief overview of the network analysis, project status, project methodology, and funding plan. The main focus of the meeting was to discuss the structure of subsequent Advisory

Group meetings and public participation throughout the process. The meeting was led by the Advisory Group Chair, Andy Sigle and open to the public.

II. Summary of Discussion

Overview of Network Analysis

Staff gave an overview of the impetus for the Reston Network Analysis. In 2014 the Board of Supervisors adopted the Reston Phase I Comprehensive Plan Amendment. The amendment designated three Transit Station Areas (TSAs) and established a mix of land uses which would provide development opportunity near transit. To support this increase in land use potential, the need for a multimodal grid of streets to improve connectivity for all modes within and through the TSA was identified in the Comprehensive Plan.

The purpose of the network analysis is to evaluate the performance of the conceptual grid of streets and road elements within the TSAs given the demand for travel that will result from the build-out of the Comprehensive Plan.

Project Status

Staff gave an update on the project status since the Advisory Group last met. Since that time a Request for Proposals was issued, a transportation consulting firm was selected, and staff contracted with Parsons Brinckerhoff (PB) to conduct the Reston Network Analysis. Traffic counts were conducted in June to help establish existing conditions for the study area. A final grid of streets should be finalized by mid-spring, with a plan amendment to follow to amend the Comprehensive Plan to reflect the recommended grid of streets in Reston.

Project Methodology

Staff provided a high-level overview of the Network Analysis Project Process flowchart. The Advisory Group will get a much more detailed look at the analysis in future meetings; however staff addressed initial questions and concerns related to assumptions for the baseline and future conditions:

- The existing planned multimodal network will be considered when planning for the future grid of streets.
- Traffic counts were collected in June 2015 to establish baseline conditions.
- Future conditions for vehicular Level of Service (LOS) will include improvements in technology such as connected vehicles and an increase in transit use.

There were several questions related to creating and preserving a multi-modal network through the mitigation process. Staff confirmed that:

- The model will test mitigation efforts which allow for the minimum level of roadway design to accommodate vehicle flow without precluding the use of other modes in the TSA.
- All roadways in the TSA will be designed using Department of Rail and Public Transport (DRPT) guidelines and contribute to the multimodal network.
- LOS will be calculated as a measure of roadway service, but needs for capacity on the roadway will always be weighed against the impact they will have on other modes' mobility, including bikes and pedestrians.

Advisory group members also had questions about what LOS the study would mitigate to, and if mitigating to VDOT standards was an achievable and practical goal in the Reston TSAs. Staff confirmed that the goal of the project would be to mitigate intersections to an overall LOS E.

Members of the Advisory Group also mentioned that there might not be consensus the planned grid of streets is the grid that should be implemented in the TSAs.

Overview of Funding Plan

Staff has been working on identifying project costs and potential revenue sources for the transportation improvements recommended in the Phase I Plan Amendment, which will comprise the Reston Funding Plan. These sources will be combined to create a proposed funding plan with a 40 year planning horizon. The funding division hopes to seek Board of Supervisors approval in 2016.

The Role of the Advisory Group

Staff reviewed the need for the Advisory Group, which was assembled by the Supervisor's Office to act as a source of local expertise and as a sounding board for study recommendations. To define the role of the Advisory Group Andy, the Chairperson, proposed a group mission statement:

“ 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.”

Andy indicated that a new mission statement which reflects group discussion will be proposed at the next meeting. The group wishes to add language which emphasizes a multi-modal or complete street approach, includes a more descriptive list of community stakeholders, and which highlights areas of focus including:

- Finalizing the grid of streets
- Prioritizing projects
- Identifying funding mechanism and timing

Public Participation

The Advisory Group is the county's “first stop” in seeking community feedback on the Network Analysis.

Staff emphasized that all Advisory Group meetings are open to the public. The county will also seek feedback from:

- Stakeholder Group- comprised of property owners within the TSA area.
- Community meetings (2 or 3)- TBA.

Group members had questions about how the Stakeholder Group differs from the Advisory Group, and how the Stakeholder Group was established. Staff shared the following:

- The Stakeholder Group is focused on site-specific issues and not the entire project area.
- Stakeholder Group members were identified through a mailing of all addresses located within the TSA. The majority of members are land owners and developers.
- Although outreach for Stakeholder Group was targeted, meetings are open to the public. FCDOT and Supervisor staff agreed to make information about meetings available for the Advisory Group members.

There is also a concurrent effort being conducted by the Office of Community Revitalization (OCR) on the Urban Design Guidelines in the Reston TSAs. Staff will give an update from other meetings including the Stakeholder Group meetings at the beginning of presentations to the Advisory Group.

Communication

Staff introduced the project Website, which will host all publically available material on the Network Analysis Study and the work of the Advisory Group. Group members were encouraged to share information on meetings, project updates, presentations, etc. with interested parties.

<http://www.fairfaxcounty.gov/fcdot/restonnetworkanalysis/>

Anticipated Advisory Group Meeting Agenda

- A. Introduction, recap of last meeting, and developments from other meetings
- B. Presentation by staff or consultant
- C. Public Question/ Comment Period (10 minutes)
- D. Advisory Group Discussion (30-45 minutes)
- E. Public Comment/ Open Discussion (10 minutes)
- F. Next Steps

III. Action Items

Fairfax County:

- FCDOT and Supervisors Office to coordinate next meeting date, likely in late October or early November.
- FCDOT to provide link to Project Website and study area map (via email to the Advisory Group).

Advisory Group:

- Revise Mission Statement (Andrew Sigle)
- Andrew and Paul to follow up with absent members. Andrew to follow-up with Tom Cohn and Matt Valentini. Paul to follow-up with Delores Bailey and John Mossgrove.

IV. Next Steps

County staff will continue to work on the existing conditions analysis, as summary of this will be presented at the third Advisory Group meeting.