



# County of Fairfax, Virginia

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To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

## Fairfax County Trails, Sidewalks and Bikeways Committee (TSB)

October 8, 2025, 7:06 p.m.

Room 8, Fairfax County Government Center

12000 Government Center Pkwy

Fairfax, VA 22035

Website: <https://www.fairfaxcounty.gov/transportation/trails>

(Jim Klein, recorder for this meeting)

**Members Present:** Kenneth Comer (At-large), Chair; Robert Cosgriff (Braddock), Vice Chair; Lydia Lawrence (Dranesville), Karen O. Ampeh (Sully District); Brooks Stephens (Providence District), Lenny Bankester, Mason District, Erin Partlan (Franconia), Daniel Eisert (Hunter Mill), Matt Bell, FF of Civic Associations, Jim Klein (Mt. Vernon District)

**Member Proxies:** Noel Popwell (Springfield) (given to Robert Cosgriff), Maria Lashinger (Northern Virginia Builders Industry Association) (given to Robert Cosgriff)

**Members Absent:** Joy Faunce (FABB), Bryan Scrafford (Fairfax Area Disability Services Board), James Corcoran (FCPA), Kathryn McDaniel (Clifton Horse Society), John Eltzroth, (WABA

**Vacant Seats:** NOVA Parks

**Staff Support:** Andrew Sheldon, FCDOT

**Presenters: Presentation:** Traffic Demand Management in Fairfax County (Matthew Tatum, Proffered TDM Coordinator, FCDOT), RJ Wiersmg (FCDOT), Marcus Moor (FCDOT)

**Call to Order:** Chair Ken Comer called the meeting to order at 7:06 p.m. A quorum was present. Ken Comer designated Jim Klein (Mt. Vernon) to record the minutes pending selection of a new secretary to replace Howard Albers, whose term ended on 30 June.

**Approval of Minutes:** September minutes were not available for review (deferred to next meeting).

**Presentation:** Traffic Demand Management in Fairfax County (Matthew Tatum, Proffered TDM Coordinator, FCDOT)

TDM is the method for addressing traffic impact of development that come through the entitlement process. Developers proffer to TDM Guidelines (adopted 2013). County-wide reduction rates for TDM are by distance from Metro station. Tysons has its own reduction rates (as Tysons grows, development reduction goals increase as well by formula).

TDM process is being updated to address issues such as remedy release, funding and operating accounts, submittal process, language for TDM Associations, other special considerations, and updating the reduction rates (topic of tonight's presentation).

TDM is successful and is exceeding goals by average of 29%. Adjustment to rates under consideration may reflect baseline assumptions as travel patterns are changing.

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Discussion and questions focused on assumptions used, methods used, etc. Questions noted about trends (return to office, federal layoffs, etc.) and how that might be affecting data.

Data suggests a need for an increase to County-wide TDM reduction rates. Goal is to increase rates through consideration of additional reduction methods, but without turning developers away from the program. Goal is to reduce impact of development as it increases employing the best way that it can be done.

Entitlement review process can sometimes bring up qualitative aspects of traffic impacts to identify issues related to pedestrian safety, access to transit facilities, sidewalks, crosswalks, etc. County policy exists to achieve desired level of stress for bike/ped (BLTS/PLOC) that can be used to justify safety improvements. Transportation Policy Plan update will not likely be a major change to TDM program.

Marcus Moore spoke to the future direction of TDM program including outreach to developers as they implement plans and monitor progress, moving forward (proffers stay with the land and outreach needs to keep new owners moving forward).

MWCOG State of the Commute report (2025 coming soon) can provide some links to data trends that influence TDM outcomes.

#### **Initial reports by strategic priorities working groups (45 minutes)**

- Pedestrian/Cyclist Safety Issues (Jim Klein)

Key issues for committee are to focus on encouraging County to spend money (\$500k allocated over five years) more appropriately at the most safety critical intersections rather than just winding down the backlog of constituent requests, some of which are not as critical from a safety point of view. In addition, Jim pointed out the need to continually update the VDOT Pedestrian Safety Action Plan as the recommendations from earlier years still being implemented are not necessarily consistent with where more recent ped/bike crashes are clustered. Some recommendations were also rejected but crashes are still occurring.

#### **FCDOT Updates:**

- Nicole – leadership award from WABA for Active Transportation Plan efforts. Nicole is retiring from FCDOT and returning to Germany
- List of proposed Active Transportation Implementation Projects (\$100 million) is being forwarded soon to the BOS by FCDOT (equitable distribution by district). Late fall is targeted for public feedback.
- Tech 2 position interviewing soon (signage focus)
- Repaving meetings still underway please provide feedback
- Membership – NOVA Parks has not filled, recommend wait for six months more.

#### **Additional Items:**

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- Random Hills Trail connection (66/50) – member would like update on status
- Future presentation from new Active Transportation Chief, Laura Gosch – could focus on safety

**Public Comments:** None

**Adjourn:** The meeting adjourned at 9:04 p.m.