



County of Fairfax, Virginia

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

Board of Supervisors Transportation Committee

December 10, 2019

Government Center, Conference Room 11

Board of Supervisors Members Present:

Sharon Bulova, Chairman
John Foust, Dranesville District (Committee Chair)
Penelope Gross, Mason District (Vice Chairman)
John Cook, Braddock District
Catherine Hudgins, Hunter Mill District
Jeff McKay, Lee District
Kathy Smith, Sully District
Linda Smyth, Providence District
Dan Storck, Mount Vernon District

Board Members Absent:

Pat Herrity, Springfield District

County Leadership:

Bryan Hill, County Executive
Rachel Flynn, Deputy County Executive
Beth Teare, County Attorney

Transportation Advisory Commission:

Jeffrey M. Parnes (Chair)
Kevin Morse

Link to agenda and presentation materials:

<https://www.fairfaxcounty.gov/boardofsupervisors/board-supervisors-transportation-committee-meeting-oct-22-2019>

Supervisor Foust called the meeting to order at 1:30 p.m.

1. Approval of Minutes

The minutes of the October 22, 2019, meeting were accepted with no changes.

2. Resident Cut-Through Permit Program – Sticker Ordinance

Henri Stein McCartney and Neil Freschman (FCDOT), Joanna Faust (OCA), and Lieutenant Andrew Wehrlen (Fairfax County Police Department (FCPD)), briefed the Committee on the progress of the [Resident Cut-Through Permit Program](#). A draft [Resident Cut-Through Permit Ordinance](#) was provided at the meeting for the Board's feedback. In May 2019, staff presented a proposed program to the Board Transportation Committee. A permit program became effective on July 1, 2019. Cut-through restrictions are now in place in Fairfax County in three locations, one in the Dranesville District and two in the Mason District. Four additional cut-through projects are at various stages of development. Staff has drafted a new Article 4A, Residential Cut-Through Permit Program, to Chapter 82 of the County Code. The new ordinance is modeled on the existing Resident Permit Parking District (RPPD) ordinance. The new ordinance incorporates "Primary Use Area" as defined in the VDOT/FCDOT Cut-Through process, specifies that residents included in a Primary Use Area will be eligible to apply for permits, and provides for establishment of Resident Cut-Through Permit Zone as part of the Board's approval of a cut-through restriction. Enforcement of the ordinance would be performed by FCPD on a complaint basis. Violations and penalties are largely the same as in the RPPD program. New proprietary software to administer this program is needed and will be developed when funding is identified. Next steps for the program are to address the feedback from the Board, complete a draft ordinance for Board public hearing, secure funding, complete work with vendors to develop software and permit materials, and to schedule a public hearing in Spring 2020.

Supervisor Foust asked staff to work on the issues regarding Thomas Avenue in the Dranesville District. The Primary Use Area defined in this case includes residents from both Fairfax and Loudoun Counties. Fairfax County does not have the authority to issue permits to residents in Loudoun County. Staff will work with Loudoun County to seek a solution.

Chairman Bulova asked if the County should consider asking for a legislative change to the provision that restricts the ability to issue permits to visitors, caregivers, relatives or nonresidents. Ms. Faust replied that the state law only allows the County to issue permits to residents of the designated area. Tom Biesiadny, FCDOT Director, stated that people could access homes on a restricted street via other ways, even though they cannot make that particular turn.

Supervisor Gross stated that there are two restricted turns in the Mason District that have been working well for the last 25 years. She stated that she cannot support the permit program, due to its projected costs, equity problems, and the discrepancy in the legislation. Ms. McCartney stated that as the permit program grows, in future years, there will be additional costs. The permit material costs may go up and additional staff may need to be added to monitor the program. Supervisor Foust stated that the Board was supportive of the program and asked for the legislation. He stated that the program will help solve the problem of people cutting through neighborhoods. Supervisor Smyth asked for the cost of the permit. Ms. McCartney replied that the County does not charge a permit fee for the RPPD program, residents will not have to pay a permit fee for the Cut-Through program. She stated that the department does not have the ability to accept payment, because it is not programmed in the software to allow residents to pay online.

Supervisor Smyth recognized that turn restrictions will keep cut-through traffic from accessing the neighborhood. However, she cautioned about having too many restricted turns and the need to balance the restrictions versus the ability to travel around the neighborhood. Supervisor

McKay stated that having the restrictions and technology like Waze will only shift traffic to the next neighborhood. He then asked how the police department would enforce the restrictions. Regarding the issue of paying for the permit, he suggested having the capability to accept payment integrated in the software, if the County in the future charges for permit fee. Supervisor Storck stated that because the costs are substantial and requires enforcement to be effective, he cannot support this program.

Mr. Biesiadny stated that the program is optional, and the Board has options to consider. For example, existing restrictions in the Mason District do not necessarily have to use the permit. Regarding the costs of the software, Mr. Biesiadny stated that it will be used for several years and the cost will get amortized over time. Staff asked for feedback on the draft ordinance and will work on the program to bring it to the Committee at a future meeting.

3. Active Transportation Plan Update

Chris Wells, Nicole Wynands and Lauren Delmare (FCDOT), briefed the Committee on the [Active Transportation Plan](#), an update on the Bicycle Master Plan and Countywide Trails Plan, which are existing plans with sometimes differing facility guidance. The Countywide Trails Plan was originally adopted in 1976 and last updated in 2018, the Bicycle Master Plan was adopted in 2014, and the Area Plans in the Comprehensive Plan contain additional bicycle and pedestrian recommendations. Some facilities and recommendations are outdated and no longer meet federal and VDOT standards. The existing plans have no specific guidance on active transportation safety and comfort. The draft Countywide Strategic Plan emphasizes the need for active transportation facilities and safety improvements. Recent trends in bicycle and pedestrian transportation are shifting to provide convenient and comfortable pedestrian environments, from on-street bicycle facilities to separated or off-street facilities along busy roadways. Multi-use trails are recognized as extremely popular facilities for multimodal transportation and recreation use for people of all ages and abilities.

The Active Fairfax Transportation Plan (Plan) contains many goals including reconciling the Bicycle Master Plan, Countywide Trails Plan and regional connectivity in Area Plans, developing an Active Transportation Toolkit, countywide guidance on pedestrian safety and comfort, and developing input and guidance for updating the County's Comprehensive Plan, and other goals. The Plan will engage community and advisory groups and committees throughout the process. The estimated project duration is 18 to 24 months.

Supervisor Smith asked if staff is coordinating with the update of the public facility manual (PFM). Mr. Wells replied that FCDOT staff provided input and worked with the staff on the PFM changes.

4. Silver Line Phase 2 Implementation

Tom Biesiadny and Yuqing Xiong (FCDOT), briefed the Committee on the status of the [Silver Line project](#). Regarding Phase 1, the design for Old Meadow Road realignment is complete, and roadway construction to resume in spring 2020. The Metropolitan Washington Airports

Authority (MWAA) is working to complete work on the VDOT punch list. Package A (work on rail line, system, and stations) is 97 percent complete. Package B (work on the rail yard at Dulles) is 97 percent complete. Site inspections and walkdowns are ongoing. The scheduled shutdowns of the Wiehle Reston East Station for testing of Phase 2 are continuing.

MWAA and Washington Metropolitan Area Transit Authority (WMATA) have identified significant issues with the concrete panel deficiencies, fouled ballast at Dulles Rail Yard and concrete ties/cross-level deficiencies. Discussions on remediations are ongoing.

The construction of the Herndon Station Garage is 100 percent complete. The construction of the Innovation Center Station Garage is 92 percent complete. The projected completion is January 2020. The total budget for Phase 2 remains unchanged at \$2.778 billion.

Supervisor Smyth asked for the estimated completion date on Old Meadow Road. Mr. Biesiadny replied that the projected completion date is June 2020. Supervisor Cook asked for more information regarding the concrete issues. Mr. Biesiadny replied that MWAA and WMATA have had external experts examine the concrete issues and make recommendations. MWAA believed that there are solutions that will address the problems, and they are in discussions with WMATA toward a resolution. If a decision is made to replace the concrete panels, it would affect the schedule of the project opening.

The meeting adjourned at 3:00 p.m. The next Transportation Committee meeting has not been scheduled yet.