



# 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

## Board of Supervisors Transportation Committee

December 11, 2018

Government Center, Conference Room 11

### Board of Supervisors Members Present:

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

### County Leadership:

Bryan Hill, County Executive  
Beth Teare, County Attorney

Link to agenda and presentation materials:

<https://www.fairfaxcounty.gov/boardofsupervisors/board-transportation-committee-meeting-dec-11-2018>

Supervisor Foust called the meeting to order at 11:10 a.m.

### 1. Approval of Minutes

The minutes of the October 2, 2018, meeting were accepted with no changes.

### 2. Snow Removal on Trails

Chris Wells and Tom Biesiadny (FCDOT), Randy Bartlett and James Patteson (DPWES) updated the Board on additional staff research related to snow removal on trails. They suggested a pilot program to clear snow on County-maintained trails serving transit station areas (TSA). The pilot snow removal would clear snow on Vesper Trail and Barry Road Connector Trail serving Metrorail stations in Tysons and Springfield.

Supervisor Hudgins expressed concerns about the missing connections for neighborhoods in the Reston area to the TSA. Mr. Bartlett stated that the Reston Association has done a good job on

clearing snow on their facilities. Staff has not looked at the sidewalks along the right-of-way or other connectors to the TSA. Mr. Biesiadny stated that this pilot would be a significant start on snow removal on pedestrian facilities. Staff will report back to the Board on the costs and lessons learned from the pilot program. Chairman Bulova expressed her appreciation for staff from FCDOT and DPWES working on this task to develop a pilot program. The County has never cleared snow on County trails before. She stated that she was supportive of the pilot program. Supervisor Cook stated that in the future, the County may have to do more snow clearing on pedestrian trails and walkways. He recommended that staff collect data of usage between plowed and unplowed trails and cost per person. Supervisor Herrity agreed with Supervisor Cook's suggestion. Supervisor Herrity stated that staff needs to develop a priority system similar to VDOT's primary and secondary road systems. He asked for a price comparison between staff service and contract service regarding the proposed DPWES Priority 2 and Priority 4. Mr. Bartlett responded that the price would be similar and further explained the details behind the cost estimates that were in his presentation.

Supervisor Foust questioned the cost of \$46,000 for snow removal for the two trails per year and asked staff to compare it with what the Reston Association is paying for their snow removal service. Mr. Bartlett responded that the costs include everything from transporting the equipment to the sites to multiple snow removals on residential areas that may not have been cleared of snow yet. Supervisor Hudgins stated that the County has hired Reston Association many times to do snow removal, and we could learn from their experience regarding additional costs.

Supervisor McKay questioned how staff would measure the usage of trails during a federal government shut down, due to a snow storm. He cautioned staff not to consider that data as an example of failure. Under that scenario, most people would stay home and not use the trails to commute to the Metrorail station. Mr. Biesiadny responded that staff would probably measure the data two or three days after the government and roads reopen. In the event of snow of six inches or more, staff would monitor the situation and measure several days later to monitor the trail usage. Mr. Wells stated that during the summertime, staff collects the weekday and weekend usage and those numbers would help to prioritize demand for wintertime use.

After discussion, the Board directed staff to start the pilot program with Priority 4, monitor the usage, and note any issues and lessons learned from the experience.

### **3. Residential Traffic Administration Program (RTAP) Update**

Steve Knudsen and Neil Freschman, FCDOT, updated the Board on the changes to the RTAP including revisions to the traffic calming program and edits to the other RTAP program documents. VDOT has released a new guide entitled *Traffic Calming Guide for Neighborhood Streets* that restructured the traffic calming program. FCDOT has updated the guidelines for Fairfax County's Traffic Calming Program in response to the changes. Staff is seeking the Board's approval of the new Traffic Calming guidelines. The new guidelines will phase in

traffic calming projects already underway and will immediately be applicable for all new traffic calming projects.

Supervisor Foust stated that there are certain regulations that the County must comply with regarding VDOT's new guidelines, and there are some optional changes that staff is recommending to be updated. Chairman Bulova stated that the optional changes are not required, but they would give the County more flexibility to deal with cut-through and speeding traffic in neighborhoods. Supervisor Smyth asked how the new guidelines for a roundabout would impact future roundabout projects, especially on Hunter Mill Road. Mr. Biesiadny responded that the changes will not cause any changes to projects staff has been working on for Hunter Mill Road.

Supervisor Storck raised a concern about a very low threshold for revoking a traffic calming project, and it only needs ten people to start the petition. However, in the case he presented, the majority of the community is in support of the traffic calming project. The threshold for getting the project approved is much higher than ten people. He asked staff to reconsider the threshold issue. Mr. Biesiadny agreed with Supervisor Storck and stated that staff will address the issue and report back to the Board. Supervisor Storck stated that VDOT has denied the application of multi-way stops as a traffic calming measure in his district. Mr. Knudsen responded that VDOT has asked the County not to use multi-way stops as a traffic calming option. Mr. Freschman stated that the Federal Highway Administration (FHWA) has not allowed the use of stop signs for traffic calming. VDOT is updating this guidelines to be consistent with FHWA regulations. On the issue of new stop signs, Mr. Freschman stated that if they meet the warrants and threshold for either volume or crashes, the new stop signs will be issued through a study as opposed to a traffic calming program. Supervisor Herrity stated that he has observed people running the stop signs, and they are not an effective traffic calming option. He is in support of the new changes, because they will help to solve problems in his district.

Supervisor Smith noted that in the diagram for the speed cushion, it shows a double yellow line dividing the roadway; however, for a typical neighborhood road, there is no double yellow line. She was concerned about the danger of people avoiding the speed cushion by driving in the middle of the road or at least having one wheel off the speed cushion. Mr. Knudsen replied that staff is aware of the problem and would have to add the double yellow line to give direction to the non-fire and emergency responders to stay on the right side of the road. The Fire & Rescue Department requested the break in the speed cushion in high service areas or response routes that they frequently use.

Supervisor McKay stated that he was glad to see the change that VDOT would determine the eligibility of a traffic calming project before requiring people to gather signatures for a petition. Mr. Knudsen stated that the only program that would require a petition is the cut-through traffic program. Staff would determine the project eligibility before asking the community to do anything.

Supervisor Gross asked for the timing of the changes and the effective date. Mr. Knudsen replied that an action item will be presented at the Board in February 2019 for consideration. Once the changes have been approved by the Board, staff will be able to phase in the changes. Projects that were already initiated would be able to continue through the old process. For projects that are already in the pipeline, they can have a choice of using the old rules or new rules. However, they cannot pick and choose between old and new rules. Supervisor Gross stated that the new changes will help her office, and thanked staff for bringing forward the changes.

#### **4. Tysons / Reston On-Street Parking Management**

Neil Freschman and Henri Stein McCartney (FCDOT) briefed the Board on the Tysons/Reston On-Street Parking Management Study. In January 2018, the Board approved updates to numerous sections of the Fairfax County Code related to pay-for-parking regulations. There have been no pay-for-parking zones implemented in Fairfax County. FCDOT would like to study parking management options, including pay-for-parking, for future public streets in the Tysons and Reston transit station areas. Staff is seeking Board guidance and feedback before such a study begins.

Supervisor Smyth asked for the revenue projections for Tysons parking. Ms. McCartney replied that the study is still in preliminary stages of gathering information. Supervisor Smyth stated that when a transportation service district was setup for Tysons, there were discussions regarding using parking revenue to offset the taxes. Groups like the Tysons Partnership would be interested in having a role in this effort.

Supervisory Herrity stated that getting a consultant and having business communities involved in the study is a right approach, and cautioned staff about the impact to businesses and lessons learned from Reston. Supervisor Hudgins also stated that we need to learn from mistakes in the past, especially from the problems in Reston. Ms. McCartney responded that the study will examine those issues and staff will be mindful about designing a parking plan that works for these areas, instead of pushing vehicles into inappropriate places like surrounding neighborhoods. Mr. Freschman stated that staff have been studying how other localities have implemented paid parking from fully free parking and any lessons learned from their experiences. Mr. Biesiadny stated that staff will bring back the study recommendations to the Board for approval and seek further guidance from the Board.

Supervisor Smith asked for the timeline of the study. Ms. McCartney replied that once funding has been identified for a study, they would quickly obtain a consultant to begin a study. There has been no timeline established for the study. Mr. Biesiadny stated that staff will continue to update the Board, but would probably not have any recommendations for the next year.

Chairman Bulova stated that she is supportive of the study. Tysons is developing into an urban area, and it is important to manage the parking. Managed parking will contribute to the success of Tysons as it will help to balance the need for parking for businesses and their customers versus commuters. She stated that having a consultant to study the issue is a right thing to do. Supervisor Cook stated before getting a consultant involved, we need to be clear on why we want to have managed parking. Mr. Biesiadny explained that as new streets are completed in these new developments, the County needs to have restrictions on parking to reserve parking for businesses and their customers. Staff does not want people to be circling around looking for free parking spots. Doing so would create additional traffic congestion. The consultant will help the County to find the best strategy for the two areas. The strategy for Tysons may be different from the strategy for Reston. Supervisor Herry stated that managed parking does not necessarily mean paid parking, it could be a mix of 30 minutes to two hours of free parking and paid parking. He thought that having the business communities involved in the study would be a key to success. Supervisor Hudgins stated that the communities need to be aware of the purpose of the plan. The County is trying to implement the master plan for both communities, and parking is one of the components to make sure that they would function well.

Supervisor Foust concluded that there was support from the Board to hire the consultant to begin the study.

## **5. Electric Scooter Companies**

Chris Wells (FCDOT) and Joanna Faust (OCA), briefed the Board on the positives and negatives of electric scooters. It is a growing technology that has become increasingly popular in adjacent jurisdictions like Arlington, Alexandria and the District of Columbia. Unlike those jurisdictions which own their own roads, most public roads in Fairfax County are owned and maintained by VDOT. The County may need to monitor legislative proposals during the 2019 General Assembly (GA) Session, and seek future legislative action or policy statements by the Commonwealth regarding regulations on electric scooters.

Chairman Bulova appreciated staff's cautious suggestion for monitoring the legislative proposal during the 2019 GA session. She suggested monitoring and learning from the experience of other neighboring jurisdictions, before starting a pilot program in Fairfax County. Supervisor Smyth asked if there are age limits on operating the scooters. She recommended asking members of the GA delegation for legislation to deal with safety issues. Supervisor Gross was very concerned about the public safety issues that scooters have created. She cautioned that the Board should not wait too long before dealing with these issues. Supervisor Hudgins stated that the Board has no authority to regulate scooters yet. Supervisor McKay stated that monitoring the legislation is a good idea. He recommended having discussions with the members of the County's delegation regarding possible legislation for scooters in this GA Session. He acknowledged the challenges and issues that Supervisor Gross mentioned.

## **7. Silver Line Phase 2 Implementation**

Due to time constraints, the material on the Silver Line Phase 2 Project was not presented.

The meeting adjourned at 12:40 p.m. The next BTC meeting is scheduled for February 12, 2019, at 3:00 p.m.