



Minutes

PROJECT: Richmond Highway BRT Executive Committee Meeting #7

DATE & TIME: February 21, 2020 1 - 3 PM

LOCATION: Fairfax County Government Center

Attendees:

Vanessa Aguayo, FCDOT
Monica Backmon, NVTA
Tom Biesiadny, FCDOT
Barbara Byron, OCR
Aaron Campbell, BOS
Joan Clark, BOS
Clinton Edwards, DRPT
Joanne Fiebe, DPD
Elizabeth Hagg, DPD
Taylor Holland, BOS
Todd Horsley, DRPT
Ron Lilley, FCDOT
Rodney Lusk, Supervisor -- Lee

Doug Miller, FCDOT
Christine Morin, BOS
Matthew Renninger, BOS
Dan Storck, Supervisor – Mt. Vernon
Eric Teitelman, FCDOT
Megan Van Dam, DPD

Seth Garland, PMC
Lara Hegler, PMC
Laura Jeffords, PMC
Henry Kay, PMC
Jenny Koch, PMC
Tony Wang, PMC

Tom Biesiadny opened the meeting. He welcomed Supervisor Rodney Lusk to the committee and reviewed the agenda.

Vanessa Aguayo provided project updates. The letter to FTA requesting entry to Project Development was submitted in December. The County provided responses to clarifying questions from FTA, and the County expects a response by next month. FTA allows two years to complete Project Development, but we are expecting it to take less time.

Drafting of the NEPA Categorical Exclusion is underway, and we anticipate signature in this summer. Meetings with Section 106 Consulting Parties are continuing with the next scheduled for April.

Outreach meetings are continuing. The Community Advisory Group reviewed station architecture concepts. Two meetings are upcoming: a Community Discussion in March or April and a BRT-only meeting in May. In response to a question from Supervisor Lusk, Vanessa said Spanish language translation be provided. Pop-up meetings continue. A narrated version of the PIM3 presentation is now available on the project website, and we are developing interactive map. Supervisor Lusk offered to work collaboratively on a social media effort.



Vanessa reported on the resolution of the design of the Collard/Popkins and Fordson Road intersections. The selected alternative for Collard/Popkins consolidates two closely-spaced intersections to one which improves safety for vehicular travel and eliminates a crossing of the BRT system. Supervisor Lusk agreed the selected option will be safer. At Fordson, the County developed options that responded to community concerns about a proposed right in/right out condition. Based on input, the County selected Option B which provides full access and fits within the right of way. Because the BRT platforms are a block apart, pedestrian wayfinding signage will be enhanced. Supervisor Lusk asked if this is the community preference and Vanessa responded that it is.

Based on interim meetings with the Supervisors, the Branding team is refining ideas and will report back at the next Executive Committee meeting with the goal of narrowing the options to two or three to test in focus groups and present to the public.

Seth Garland made a presentation on the station architecture concepts. He described the process to date which included technical requirements, e.g., platform size, canopy coverage, amenities. This resulted in a prototype layout which includes a 140-foot platform, a 70-foot canopy, 12 seats, two ticket vending machines, and signage. A key decision was the boarding location which is toward the entrance end of the platform but far enough forward that the rear end of the bus will not block sightlines for pedestrians crossing the street. In response to a question from Barbara Byron, Seth said that all stations can accommodate advanced rider information technology but the ability to include solar panels varies with the roof profile. Laura Jeffords said that some of the roofs were translucent so solar panels would interfere with that effect. In response to a question from Supervisor Dan Storck, Seth said the platforms were sized for a minimum Level of Service C which would accommodate people even if a bus did not run as scheduled. The canopy would accommodate up to 63 people at LOS C. There is a rear windscreen but none on the sides because this could impede with wheelchair boarding/alighting.

Seth said the process then moved to design. In order to reflect the history and culture of the corridor the team looked at resources and developed themes. The themes were blended into three: History + Ecology, Aviation + Military, Corridor + Gateway. Seth referenced the forms, colors, and materials that inspired the themes, including resources that are no longer visible in the corridor. This information was presented at PIM3.

The design team then developed a number of concepts, the best six of which are presented today. Supervisor Lusk asked how mid-block crossings would be discouraged (the back wall of the station is solid but included a refuge area), whether there would be WiFi (not decided; may rely on 5G network), whether there are options to modify colors and include art (yes), and whether there are opportunities to earn revenue from advertising (yes).

Seth presented six concepts (labeled A-F) and responded to specific questions. In response to a question from Barbara regarding Concept A, Seth said the materials are primarily concrete and steel. In some cases the ceilings are translucent fabric to gain filtered light. The committee discussed its reactions to each design, including design quality, whether they reflect the local



history and community, whether they would appeal to future riders, cost, maintainability, and consistency with corridor design guidelines.

Supervisor Storck asked whether the designs could be customized by location. Seth said that while there will be a single station design to provide a strong, recognizable brand and for efficiency, there will be opportunities to incorporate place-specific elements in paving materials, railings, artwork, and the identification totem. Supervisor Lusk encouraged the team to consider the future of the corridor and who we should be trying to attract.

The committee decided to retain options B, C, and E. These options will be presented to the public this spring. Vanessa said the design team would consider ways in which the selected design can be customized to reflect the community around the station.

With no further discussion the meeting was adjourned at approximately 3 PM.



RICHMOND HIGHWAY BRT PROGRAM
SIGN-IN SHEET



DATE: February 21, 2020

MEETING PURPOSE: Executive Committee Meeting #7

NAME (PRINT)	SIGNATURE	AGENCY
Aguayo, Vanessa		FCDOT
Andrews, Nina		VDOT
Backmon, Monica		NVTA
Beall, Jim		FCDOT
Biesiadny, Tom		FCDOT
Byron, Barbara		DPD
Choi, Brittany		BOS
Cuervo, Helen		VDOT
Davis, Rachad		FCDOT
DeBruhl, Jen		DRPT
Edwards, Clinton		DRPT



RICHMOND HIGHWAY BRT PROGRAM
SIGN-IN SHEET





NAME (PRINT)	SIGNATURE	AGENCY
Fahrney, Tom		FCDOT
Fiebe, Joanne		DPD
Garland, Seth		PMC
Geiger, Robin		FCDOT
Guarino, Michael		FCDOT
Hagg, Elizabeth		DPD
Hegler, Lara		PMC
Holland, Taylor		BOS
Horsley, Todd		DRPT
Jeffords, Laura		PMC
Kay, Henry		PMC
Kidalov, Sally		BOS
Koch, Jenny		PMC
Lilley, Ron		FCDOT
Lusk, Hon. Rodney		Supervisor -- Lee

NAME (PRINT)	SIGNATURE	AGENCY
Martin, Pamela		
McKay, Hon. Jeff		BOS Chairman
Miller, Doug	<i>DCM</i>	FCDOT
Mitchell, Jennifer		DRPT
Montanez, Camille		PMC
Morin, Christine	<i>Christine A. Morin</i>	
Nissinen, Anna		FCDOT
Renninger, ^{Matthew} Michael	<i>[Signature]</i>	BOS
Slaymaker, Donna		BOS
Speer, Camela		
Storck, Hon. Daniel	<i>[Signature]</i>	Supervisor - Mt. Vernon
Teitelman, Eric	<i>[Signature]</i>	FCDOT
Van Dam, Meghan	<i>[Signature]</i>	DPD
Wright, Jim		PMC
John Clark	<i>Joan Clark</i>	Supervisor, Lusk



RICHMOND HIGHWAY BRT PROGRAM
SIGN-IN SHEET



NAME (PRINT)	SIGNATURE	AGENCY
Aaron Campbell		Bos-lee
Tony Wang		KGP