

**Fairlington Citizens Association
Executive Board Meeting Minutes
Fairlington Community Center
3308 S Stafford St
09/12/16, as approved**

Board Members Present

President Guy Land
Secretary Lindsay Willmann
Director Kent Duffy
Director Evan Harvey
Director Chris Weathers

Board Members Absent

Vice President Jonathan Ansley
Treasurer Ed Hilz
Director Hugh Baumgardner

Call to Order

The Executive Board meeting was called to order at 8:30 pm. President Land presided and noted the presence of a quorum.

Resident Comments

Mr. Huryz attended a community meeting regarding two new types of streets, shared and pedestrian. This issue is coming to the County Board on September 24th. Fellow residents made a lot of complaints to the police to enforce the first week of school at Abingdon School. They wrote a letter to APS regarding violations in their contract which have since been addressed.

Approval of Agenda

There was unanimous consent to approve the agenda distributed by President Land by email and hard copy.

Approval of Minutes

There was unanimous consent to approve the minutes of the meeting of August 30, distributed by email August 10.

Officer Reports

Deferred due to time constraints

Unfinished Business

Halloween Festivities

Directors Harvey and Duffy are marketing the Halloween decorating contest as a social media event. Nominations will include address, photo, and title and with resident's permission. Decorations must be up

the Friday before Halloween by midnight. Residents will be given a week or so to vote. A gift card or some kind of trophy will be given as a reward. A SurveyMonkey poll will be released and they will have at least through Tuesday to vote via picture or walk-by. Director Duffy will send information on this via email and AFB.

New Business

Nominating Committee

President Land brought up the need to create a nominating committee for future Board elections. The committee usually serves to identify people that are interested in serving on the FCA Board. The Vice President usually chairs the committee and Directors Harvey and Weathers will assist. Director Duffy will provide steps to support.

Fairlington 5K

President Land suggested we discuss 5K operations via email. Joe Hartmann has sold his unit, but has agreed to continue assisting with the 5K.

New Website

Christine and her associate presented options for the FCA website, including themes and navigation options. She did find some left side navigation options, but wanted to see what the Board prefers before proceeding. Director Harvey asked how much of the traffic comes from mobile devices. They do not currently have numbers, but agree these would be helpful in making navigation decisions. Director Duffy is indifferent to navigation options, but is mainly concerned overall user ease. Christine and Matthew will create a few mock-ups, but in general there is support for top navigation.

Adjourn

President Land motioned to adjourn, which passed unanimously.

Respectfully submitted,
Lindsay Willmann, Secretary

Appendix I to 09/12/16 FCA Executive Board Meeting Minutes
Notes
Fairlington Citizens' Association Presentation by
VDOT HOT Lanes Project
09/12/16
Fairlington Community Center 3308 S Stafford St

President Land opened the proceedings by introducing members of the Board and welcoming members of the community.

Susan Shaw, PE, Megaprojects Director and Amanda Baxter, Special Projects Manager, both for the Virginia Department of Transportation, presented. They shared that additional public meetings will be held will take place on October 26 at Wakefield High School and October 26 at Hammond High School. Ms. Shaw shared general background on the project, which was also shared at the April meeting.

Virginia is selected \$165 million dollars through a federal grant to improve more than 50 miles of the I-95/395 corridor. The focus is moving more people through this corridor. The project scope is to widen the existing roadways, to install signage and tolling systems and to conduct a transit and management study. When the project is complete, there will be three lines with one wide shoulder on one side and a narrower one on the other. Existing guardrails will be replaced with concrete barriers.

Morning improvements include the Eads Street interchange which will allow those heading toward the Pentagon to take a different, left turn access ramp. A right turn only lane will lead others to Pentagon City. In the afternoons, the ramps formerly described will convert to southbound access ramps to ease traffic at both the Pentagon and Pentagon City. Dual access lanes will allow vehicles to move easily into the express lanes.

Pentagon police will no longer have to direct traffic, as signals will be added. A new slug loop will be added for HOV passengers to be dropped off at the Pentagon. A new bus loop will improve traffic flow through the Pentagon circulation system. No buses will be moving down Eads street to improve conditions for pedestrians. VDOT has been working with the Pentagon on this portion of the improvement plan.

The draft plan is available on the VDOT's website, and will soon be available in hard copy.

VDOT projects that by 2020 and 2040 this project will allow I-395 to hold more HOV travelers than if they do not complete the project. Additionally, northbound travel times show benefits to completing the project, particularly during peak hours. This is significant given the projections for 2040, that show significant increases in travel time without the project. Southbound shows similar benefits if VDOT moves forward with the project.

VDOT will commit at least \$15 million annually for I-95/395 Transit and TDM initiatives (i.e. new local and commuter bus service, enhanced service to existing routes). Primary project study areas are from I-95 Express Lanes at Garrisonville Road and run north to the Potomac River.

Public outreach includes meetings with key stakeholder groups (i.e. local HOAs) and elected officials. A project website has been set up and interested parties can sign up for updates.

VDOT plans to complete the Final Transit/TDM Study in December of this year. They are hoping to have a final financial agreement complete by January 2017 so they can move forward with the project. Currently, construction is slated for the summer of 2017 to be completed in the summer of 2019.

The I-395 southbound widening from Duke Street to Edsall Road has been modified after a public hearing. The next meeting will be held at Bren Mar Park on October 27th.

Q&A

Q: Is the new lane size of 11 feet with one wide and one narrow shoulder sufficient with increased bus traffic? How did you factor traffic moving from three to two or one lanes as they travel into DC in the traffic study?

A: We currently have that lane size in some areas, and we believe this is adequate for the buses. The shoulders allow a little forgiveness as well in the outside lanes. It's a balanced approach that we feel increases safety in the corridor. We are very aware of state lines and jurisdictions, and are doing what we can to work with fellow DOTs to address these concerns.

Q: What were the findings of the environmental study? If DC does nothing will any of this work? What traffic increase is Transurban designing for?

A: It will work regardless of DC. The project will accommodate a 6-10% increase in traffic into 2040. Based on the findings in our current report, I think it is a low possibility that we will have to conduct an additional environment assessment. I think our current findings will prove satisfactory.

Q: Can we get more information on the sound walls? What is the process/timeline?

A: I brought the map with me and there is a board outlining the steps. VDOT will be consulting with residents that live along the corridor. All of the information is in the Noise Report online.

Q: How does the installation of sound barriers work?

A: Each residential unit or business that is impacted will get a vote. A mail ballot will be administered and should be sent back certified mail. If there is a low response rate, they will reach out to try to glean more responses.

Q: How do payments work? Is Transurban paying the state or vice versa? What percentage goes to Transurban and how much goes to the state?

A: The payments will come out of the toll revenues paid by users. Transurban will collect the toll and make their payment. Under the current deal, all revenues stay with Transurban until they meet certain benchmarks based on their investment. State Troopers are funded by toll revenue. This configuration is

going on six miles down the road, and is not untested (in terms of funding agreements and safety elements).

Q: Why does VDOT need to work with Transurban?

A: VDOT will evaluate Transurban's proposal and if it is in the public's interest, we will continue with them. In some cases, it is more economical to work with Transurban since they are already operating in the area. Other options are still on the table when final proposals come in.

Q: What is the timeline for voting for or against the sound barriers?

A: The walls have been modeled and location of who they benefit has been determined. Their final footprint will be designed after we obtain design approval. The final proposal will be shared with the public once it's been approved by Federal Highway for public comment. Long-term renters and owners will be given votes on a weighted scale. This process will probably occur in the first part of 2017.

Q: What is the thinking surrounding improving overall transit improvements?

A: With this project in place, we can start coordinating a transit study to determine what other projects would be helpful. It's difficult to coordinate transit without building the infrastructure. VDOT will be administering the funding to future transit projects.

Q: What changes are going to occur in the Shirlington circle?

A: No changes will occur there at all. An additional HOT lane will be added, but no configuration elements will change.

Q: Have you looked into autonomous vehicles when conducting the study?

A: The modeling isn't really available yet, but we will be looking into that in the future.

Q: Pilings going into the ground can cause a lot of cracks and settlement problems in historic communities like Fairlington. Has that been factored into any studies?

A: We do soil studies and come up with construction techniques to deal with those issues.