



Town of Vienna

Charles A. Robinson Jr.
Town Hall
127 Center Street South
Vienna VA, 22180

Meeting Minutes Town Council Work Session

Monday, June 10, 2019

7:30 PM

Charles A. Robinson, Jr. Town Hall, 127
Center Street, South

Joint Work Session

1. Regular Business

Council Members Present:

Mayor Laurie A. DiRocco

Council Member Tara L. Bloch

Council Member Linda J. Colbert

Council Member Pasha M. Majdi

Council Member Carey J. Sienicki

Council Member Howard J. Springsteen

Absent: Council Member Douglas E. Noble

Planning Commission Members Present:

Sharon Baum

Sarah Couchman

Mary McCullough

Andrew Meren

David Miller

Transportation Safety Commission Member Present:

Julie Hays

Staff Present:

Steven Briglia, Town Attorney

Michael Gallagher, Director of Public Works

Leslie Herman, Director of Parks and Recreation

Jim Morris, Chief of Police

Mercury T. Payton, Town Manager

Cindy Petkac, Director of Planning and Zoning

Marion Serfass, Director of Finance

A. [19-1315](#)

Discussion of a Proposed 2020 General Assembly Legislative Agenda

The Vienna Town Council met in work session on June 10, 2019 for an overview of the Proposed 2020 General Assembly Agenda, the Shared Mobility Devices Legislation, and preliminary results of the Joint Maple Avenue Corridor Multimodal Transportation and Land Use Study. The session convened at 7:30 PM.

Agenda Item 1. Vienna Town Attorney Steve Briglia proposed the following Virginia General Assembly agenda items for consideration:

- 1. Request to add language to include "new sidewalk projects" as eligible for HB2313 funding;*
- 2. Support restoration of full 599 funding to localities;*

3. Support change to VDOT local road maintenance;
4. Amend Virginia Code §2.2-4304 (cooperative procurement) to permit localities to use competitively bid construction contracts for certain projects not exceeding \$200,000;
5. Support amendment to Virginia State Code Section 15.2-107.1 relating to newspaper legal advertisement requirements;
6. Northern Virginia Towns should have one vote as a member of the Northern Virginia Regional Transportation Authority (NVTA). Virginia Code Sections 33.2-2501 et seq. should be amended accordingly;
7. Oppose any bill that reduces or eliminates local land use authority;
8. Support revenue sharing mechanisms between localities and the state;
9. Request amendment to Va. Code Section 15.2-961.1 "Conservation of trees during land development process in localities in Planning District 8"; and/or Va. Code Section 15.2-961 "Replacement of trees during development process in certain localities" (the general code provision). Specifically, request local zoning authority to provide tree canopy credits for development that preserves medium and large trees on lots under development and/or the authority to require developers to ensure 20% tree canopy coverage in 10 years rather than 20 years and improve storm water management efforts and water quality;
10. Oppose legislation that reduces current local government authority to review and approve applications for use of public right-of-way, including such use by wireless telecommunication providers; does not oppose legislation consistent with Virginia Constitution's requirement for transparency and local legislative approval;
11. Endorse adopted Virginia Municipal League Legislative Program related to VML's position on a number of potential legislation affecting localities; specifically support the VML's position on removing barriers to distributed solar energy;
12. Support amendments to Va. Code §15.2-2303.4, to permit localities to engage in meaningful and constructive proffer discussion; amend provisions of the Virginia Code that discourage localities from suggesting voluntary proffers, onsite and offsite, that are consistent with Virginia law and the localities' planning and zoning Comprehensive Plan and adopted zoning ordinances;
13. Support state-wide non-partisan legislative district redistricting reform in Virginia;
14. PROPOSED/SUGGESTED BY TA: Amend HB2752 that requires localities to enact an ordinance or take administrative action prior to January 1, 2020, to establish a demonstration project or pilot program regulating the operation of motorized skateboards or scooters, bicycles, or electric power-assisted bicycles for hire. 2019 GA adopted HB2752 which preempts local authority if a locality does not act before January 1, 2020.

Item #14 generated back and forth discussion related to logistics of bringing in shared mobility devices particularly related to overall number of issued licenses, fleet size, pilot program versus ordinance, speed regulation, and sidewalk accessibility.

Item #3 generated discussion regarding VDOT's road maintenance scoring of road conditions and allocation of money for repair. Mike Gallagher outlined the revenue sharing program that includes funding for road maintenance. Considered low tier and therefore not regularly funded, he did suggest that it may be in line for funding this coming year. He did recognize that in the past 12-18 months VDOT provided funding for the Maple Avenue and Nutley Street repairs.

With reference to item #9 Mayor DiRocco discussed meeting with representatives of

the Home Builders Association in the hope of finding middle ground legislation.

Councilmember Sienicki suggested outreach to citizens who are a presence in Richmond, to help shape their language to stress the statewide importance of various issues. She further noted that other towns in Northern Virginia may have similar agenda items that would dovetail well with Vienna's, allowing for a more effective shared voice. With Vienna starting the agenda formulation process months earlier than in the past, time exists to receive citizen input as well.

Item #10 generated a brief discussion of Broadband expansion especially regarding antenna placement.

B. [19-1299](#)

Shared Mobility Devices Legislation

Mike Gallagher, Director of Public Works, continued the discussion of the Shared Mobility Devices Legislation presenting an overview of the Fairfax City pilot program. He noted advantages for using it as a model, suggesting that jurisdictional consistency would be valuable for both providers and users. Attorney Briglia suggested the need for an assessment to determine where these devices would be allowed to travel and where they would be allowed to drop, noting advantages to consistency with other jurisdictions.

Mr. Gallaher suggested a presentation by providers prior to pilot program launch. Mayor DiRocco described an interactive presentation of devices at the Fairfax City Fall Festival, noting potential for a similar experience in Vienna prior to initiation of a pilot program as means of device introduction. She further urged the use of information from other pilot programs to help shape the Vienna program.

Following a brief discussion regarding the relative urgency of action prior to the January 1st deadline, it was noted that any ordinance would require Planning Commission and Town Council approval, while passing a resolution for a pilot program would not. Further, a pilot program would allow for greater detail and specificity than an ordinance.

Planning Commission member McCullough voiced concern with littering of scooters in residential areas. Mr. Gallagher responded that most jurisdictions have some method for pick up in place. Councilmember Colbert questioned whether bicycles and scooters were treated as one regarding regulations, suggesting that issues may differ for each type of device.

Planning Commission member Meren questioned if data existed on device drivability as well as wear and tear on brickwork streets. Attorney Briglia noted that brickwork streets in Fairfax City are present in the historic district, and was uncertain whether scooters were banned in this area of town. Mayor DiRocco confirmed that Fairfax City did exclude certain areas of the city from scooter travel.

Planning Commission member McCullough noted that while action is required on this issue, a recent Washington Post article cited a relatively small number of District residents (7%) have used these devices.

Following discussion of process, Mr. Gallagher suggested that a pilot program be developed for presentation at the September 9, 2019 Town Council work session and that shared mobility devices be incorporated into the Joint Maple Avenue Corridor Multimodal Transportation and Land Use study.

C. [19-1298](#)

Joint Maple Avenue Corridor Multimodal Transportation and Land Use Study - Briefing 2 of 3

Mr. Gallagher introduced Transportation Consultants, Nick Addamo and David Samba of Kimley Horn for presentation of preliminary results of the future mobility assessment findings.

Mr. Addamo provided an overview of the purpose and objectives for the study, which included:

- Analyze current and future multimodal transportation conditions along Maple Avenue (west boundary James Madison Drive; east boundary Follin Lane; Various adjacent streets plus Church Street)*
- Develop near- and mid-term recommendations along Maple Avenue for all modes of transportation in coordination with existing and future land uses*

He further provided an update on the study timeline noting completion of Phase I (analysis of existing conditions) and near completion of Phase II (analysis of future conditions). The remainder of the summer will involve development of recommendations, with a final presentation slated for August.

By way of review, Mr. Addamo presented high level findings for the four identified issues:

1. Pedestrian network

Town has well connected sidewalk network with a few segments of missing sidewalks • Narrow sidewalk widths • Driveways / parking lots present conflict points • W&OD Trail provides excellent resource

2. Bicycle network

Lacks dedicated facilities • High traffic volumes • More comfortable conditions on side streets

3. Transit Network

Not as well optimized as could be. Lack of local/circulator service

4. Auto Network and Safety

Most intersections operate at acceptable LOS • Demand at specific turning movements exceeds available green time • Significant delays turning to and from unsignalized side streets. A request was made to illustrate movement issues across Maple Avenue in future presentations, with consideration of the fact that there is no real relief of traffic movement midday. • Excessive number of full access commercial entrances along Maple Avenue • Congested conditions increase the risk of certain types of crashes

Mr. Samba presented VDOT data showing that 30,000 vehicles traverse Maple Avenue during the course of the day, somewhat lower than the peak years of 36,000 vehicles, supporting the conclusion that traffic along Maple Avenue is actually decreasing on a daily level although not necessarily at peak periods. These figures prove useful as a means to better understand what new elements exist that divert traffic away from Maple Avenue. The resulting discussion identified improved technology (Google maps, Waze, etc.) as one reason for the decrease although these applications often direct traffic through residential streets, which is an undesirable alternative.

It was suggested that a "minimum level of service" target should be established for a baseline, with the current data providing that utility. Mr. Samba recommended looking at all levels of service, not just vehicular. He noted the trend in studies to be less dependent on empirical data and more inclined to identify measures of

effectiveness by capturing other modes of transportation. He suggested the need to look for more creative ways to change how travel is occurring in Vienna. Noting the difficulty in changing jurisdictional travel through Town, he stressed that the most change will need to occur through a behavior shift in the way Vienna residents travel.

Looking to the future, Mr. Samba presented an overview of program mobility improvements such as sidewalk improvement projects and W&OD Trail connectivity and crosswalk improvements, adaptive signaling and improved traffic signaling east/west and west/east on Maple Avenue. Impact from three primary factors; regional trips, development related trips, and finally local mode share shifts. Stressing that mobility is changing, he outlined three important elements for modeling the future with consideration of network improvements that will benefit Vienna:

Regional Context

Assessing "through" traffic via Tyson's growth and development.

With a proposed 5.5 million square feet of development by 2030, Tyson's proposes to emphasize a balance in modes of transportation, relieve dependence on the automobile, as well as relieve bottlenecks through street widening. Noting the impact on Maple Avenue, discussion centered around means for relieving the resultant bottlenecks through dynamic lanes, replacing existing center lane with raised median green space. Concern was expressed regarding the impact on wait time and the safety of a forced U-Turn. Mr. Samba reiterated that ultimate decisions must be based on the Town's priorities. Following a brief discussion of Fairfax County's plan to place a bus stop on 123 and usage of buses as a mode of transportation. Following a suggestion by Commissioner McCullough to assess the potential for acquiring land on either side of Maple to allow for bike or scooter lanes while still transforming center lane into raised median, Mr. Samba noted that options such as this must be paced with redevelopment and require a longer term commitment.

MWCOG Travel Demand Model

A forecasting model based on the supply network and demand of transportation option this model further relates travel patterns to socioeconomic factors (population, employment, households). Results of the application of this model to the current project revealed no growth along Maple Avenue between 2020-2030 due to a leveling of households and employment. This suggests that traffic will continue as pass through, so changes in neighboring jurisdictional infrastructure will accommodate any increase.

Potential Mixed-Use Development Future

• Included all approved and under review MAC projects • Assumed redevelopment of additional properties within MAC boundary • 5 Sites greater than one acre with buildings > 50 years old and not recently renovated • 3 Sites on which public discussion regarding development has occurred • Assumed a mix of retail, restaurant, multifamily • Included potential public parking facilities.

Sites along the MAC study are projected to develop in a mixed use fashion. While this will result in an increase in overall trips, the nature of mixed use design implies a relatively small overall increase. Proximity to destination will help to level off total traffic.

Future Mobility

Overall redevelopment site opportunities translate into 1.3 miles of street frontage.

Further 13 bus stops adjacent to planned and potential development sites are subject to improvement. Finally, along this street frontage there exists 42 driveways subject to access management improvements. These facts suggest opportunities for redevelopment through consolidation and relocation as well as alternative mobility's.

These preliminary results will be presented via public workshop Wednesday June 12, 2019 at the Town Hall, Council Room. The overriding purpose will be to validate the future scenario and identify community priorities for potential improvements and recommendation. Final presentation is slated for August, 2019.

2. Meeting Adjournment

The Town Council Work Session of Monday, June 10, 2019 adjourned at 10:15 p.m.

Mayor Laurie A. DiRocco

Signed / Dated: _____

Attest: _____
Town Clerk

THE TOWN OF VIENNA IS COMMITTED TO FULL COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT STANDARDS. TRANSLATION SERVICES, ASSISTANCE OR ACCOMMODATION REQUESTS FROM PERSONS WITH DISABILITIES ARE TO BE REQUESTED NOT LESS THAN 3 WORKING DAYS BEFORE THE DAY OF THE EVENT. PLEASE CALL (703) 255-6304, OR 711 VIRGINIA RELAY SERVICE FOR THE HEARING IMPAIRED.