

LWVFA Transportation Position Update, May 2019
DISCUSSION QUESTIONS & Unit Response FORM (*Use as much space as needed*)

General Questions:

1. How do you keep up with changing transportation (both proposed and completed) in the area?

2. What can you or the LWVFA do to educate the community and/or influence the proposed changes? _____
3. Would you like to observe one of the County, City or regional public transportation committees? Or participate in a LWVFA transportation action committee? If so, indicate your choice here: _____
4. What part of the entire process—planning, budgeting, coordination, and development or redevelopment—would you like to more about? _____

Questions on Updated Transportation Position:

Regarding proposed wording of the updated position, answer the following for each section:

- a) Agree with proposed wording: _____
- b) Agree with intent, but would change wording as follows: _____
- c) Disagree with wording: _____ Why? _____

I. Position in Brief, Proposed:

Support for an effective, well-coordinated, safe, and adequately financed multimodal system of public transit and transportation infrastructure for Fairfax County /City. Additionally, this system should employ the most up-to-date technology and be designed with input from and meets the needs of its residents and businesses. Transportation and land use planning should be transparent and coordinated to ensure that the system and its components are cost-effective, consistent with environmental, land use, social and economic goals to provide seamless mobility across all modes of transportation. (2019)

- a) Agree with proposed wording: _____
- b) Agree with intent, but would change wording as follows: _____
- c) Disagree with wording: _____ Why? _____

II. Coordination and Planning, Proposed:

The LWVFA strongly supports a coordinated, accessible, and safe multimodal transportation system for the Fairfax area. This system includes and recognizes the interconnectedness of modes of mobility including, but not limited to: Metro (Washington Metropolitan Area Transportation Authority-WMATA), roads, bus, rail, para-transit, bus rapid transit (BRT), transportation network companies (TNCs: Uber, Lyft, etc.), and marine conveyances. Also included are paths, trails and sidewalks that may serve pedestrians, bikes, scooters, etc. Such a system must provide for travel into, out of, within and through the Fairfax area, as well as into and through the metropolitan area, including suburb-to-suburb and extended multi-state service. It should provide service to transportation facilities, such as the region's airports, rail and bus

stations and reflect the introduction and impact of new (land use) development patterns and transportation modes such as autonomous vehicles.

The LWVFA supports the continued need for a Fairfax County Transportation Advisory Commission (TAC), which is advisory to the Board of Supervisors. The Commission should be concerned with reviewing and providing its recommendations to the Board of Supervisors on all aspects of transportation issues affecting the County and its residents. Facilitating public input and providing public information to residents and workers should be a significant function.

a) *Agree with proposed wording:* _____

b) *Agree with intent, but would change wording as follows:* _____

c) *Disagree with wording:* _____ *Why?* _____

III. Public Transportation, Proposed:

The LWVFA emphasizes the need for implementing and widely publicizing measures to convince the public of the necessity for using public transportation, rather than reliance on single occupant automobile travel. Measures should include both incentives for using public transportation and disincentives for individual car use. We support the use of transportation demand management tools that include, but are not limited to: employer transit fare subsidies; alternative work schedules; limited free employee parking; and promotion and administrative assistance for ride-sharing efforts. HOV (High Occupancy Vehicle) lanes and HOT (High Occupancy Toll) lanes (and their free use by two or more people in the vehicle) and other tolls should be considered. Rail and bus service for special events and introduction of special bus routes from park-and-rides to rail such as Metro, Virginia Railway Express (VRE), and employment centers should be should be introduced. Also the use of slug lines and other creative ideas should be promoted.

To provide greater and easier use of public transportation, the LWVFA supports the provision of additional or more adequate fringe parking, feeder buses, and safe access to bus and rail stops. The League also supports steps by the County and City to provide, fund, and publicize (both locally and in cooperation with regional and state agencies), reliable, efficient, convenient and coordinated public transportation service, including access to election polling places. County (and City) agencies should coordinate and cooperate in land use planning measures to encourage alternatives to single occupant vehicle use and provide multimodal transportation services to its residents. Examples of this are the trails, sidewalks and paths used by student walkers and the use of Connector buses by schoolchildren.

The LWVFA believes that the coordination, efficiency, adequacy, and cost-effectiveness of its multimodal transportation system must accommodate and reflect the changing population size, density and needs and activities of the Fairfax area's residents, employers, businesses and visitors. This will require a systematic review and updating of the area's transportation system elements based on data collection and evaluation, demographics, legal authorities, financial resources, and user input.

The LWVFA supports accessible, safe, reliable and coordinated transportation services for people with physical and developmental disabilities. Current information about government

funded disability transportation services and programs should be provided to the public. Government agencies should partner with disability advocates, community service groups, and private sector transportation companies to identify needs and to enhance options for personal mobility and independence. Programs, services should be integrated and public information should be available throughout the National Capital Region.

- a) *Agree with proposed wording:* _____
b) *Agree with intent, but would change wording as follows:* _____
c) *Disagree with wording:* _____ *Why?* _____

IV. Roads and Non-motorized Vehicles, Proposed:

Realizing the changing financial resources and varied processes used to determine criteria for selecting road improvement and extension projects for funding at the federal, regional, state and local levels, the LWVFA believes that the most important criteria should include, but not be limited to the following: (1) Cost-effectiveness; (2) links to land use planning implementation; (3) access and reduced travel time to mass transit, major activity centers, schools, parks, disadvantaged populations, park-and-rides, and other transportation links; (4) reduced traffic congestion and increased safety for users of all transportation modes—from walking to bicycles to scooters and autonomous vehicles; (5) increased options for regional mobility and connectivity; (6) enhancement of environmental quality, and (7) aid for economic development.

Rankings or weights should be determined in accord with current transportation needs, the Capital Improvement Programs (CIP) of both Fairfax County and the City of Fairfax and resident input

The LWVFA also supports a system of safe alternative links between residential, educational, community, commercial and transit-centers that is oriented to the non-motorized users, such as sidewalks, paths, trails, bike-paths, footbridges.

In addition to the above more global purposes, the LWVFA supports funding of transportation elements important to daily living in Fairfax County and City such as: spot roadway improvements, turn lanes, and widening; parking and curb-side management; installation, repair and upkeep of local neighborhood transportation infrastructure; effective signal timing and attention to pedestrian safety on streets and at intersections; accessible and safe bus stops and shelters; sidewalks when needed for pedestrian safety; and lighting on major sidewalks, paths and trails.

- a) *Agree with proposed wording:* _____
b) *Agree with intent, but would change wording as follows:* _____
c) *Disagree with wording:* _____ *Why?* _____

V. Funding, Proposed:

The LWVFA believes that an effective transportation system in the Fairfax area will require adequate and consistent funding from a variety of governmental and non-governmental sources for both capital and operating costs. In addition to fare-box revenue, funding should include but not limited to: federal and state grants and loans, public-private partnerships, tolls and user fees,

bonding, special tax assessment districts, commercial and industrial taxes, county general fund tax collections, impact fees and proffers, parking and advertising fees, fuel/gas taxes, and other dedicated levies. We believe that Metro is the key element in our transportation system and support the County and City’s continued efforts to obtain its needed funding. We support local and regional efforts to identify and obtain available sources of federal, state and non-governmental funding and to apply it as needed to cover eligible costs in maximizing the effectiveness of a coordinated local and area transportation system.

- a) Agree with proposed wording: _____
- b) Agree with intent, but would change wording as follows: _____
- c) Disagree with wording: _____ Why? _____

VI. Coordination with Land Use Planning, Proposed:

The LWV of the Fairfax Area supports coordinating land use planning/development and redevelopment with County and City transportation comprehensive plans. We also support channeling new development to areas served, or soon-to-be served, by adequate public facilities (including transportation) and are scheduled in each entity’s Capital Improvement Plans (CIP) to ensure that improvements to the transportation system are cost-effective and consistent with environmental, land use, social, and economic goals.

LWVFA specifically supports coordinating land use planning and development with comprehensive transportation plans that feed into existing and future mass transportation plans. For example, transit-oriented development (TOD)—high density and/ or mixed-use developments of business, commercial, residential and recreational spaces— combines regional and efficient transportation systems which reduce the number of individual vehicles on the road.

Further, LWVFA supports the County and City working in partnership with local residents and businesses in affected areas of development or redevelopment, the use of resident advisory committees, and increased interaction between governmental committees/commissions, such as the County’s Transportation Advisory Commission and the Planning Commission’s Transportation Committee, to effect a joint vision for future development. We support an ongoing review of development and redevelopment plans to allow timely responses to changing conditions, emerging issues, resident input and technological advances.

We support multi-media communication and transparency among the decision-making officials, agencies, advisory land use and transportation committees and residents, and the wide dissemination of planning, zoning and transportation information, including public hearings in the affected communities.

The LWVFA believes that practicing smart growth and creating sustainable communities are essential for the future of Fairfax County and the City of Fairfax and we applaud the efforts of each entity to do so.

- a) Agree with proposed wording: _____
- b) Agree with intent, but would change wording as follows: _____
- c) Disagree with wording: _____ Why? _____