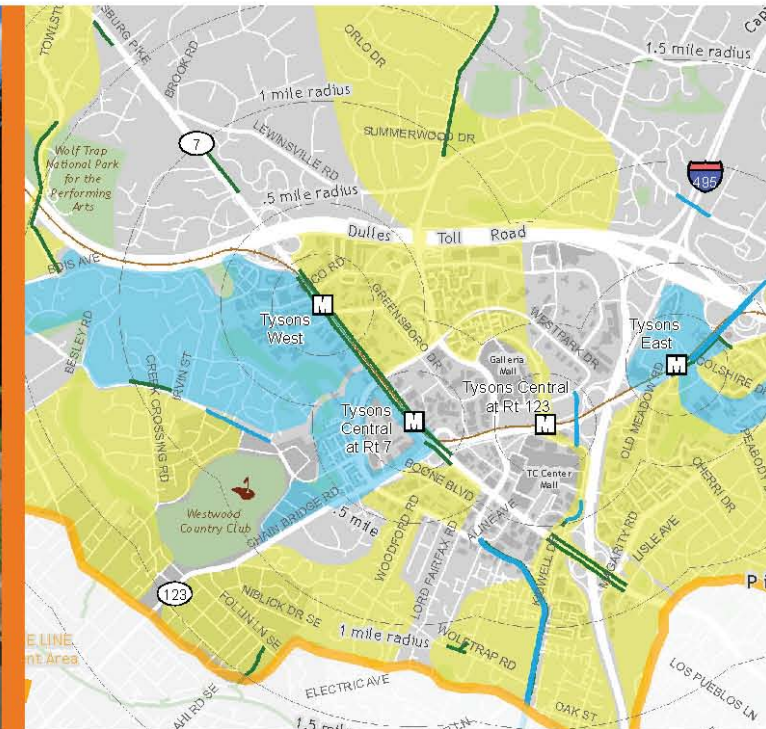


# FAIRFAX COUNTY BICYCLE MASTER PLAN

PHASE 1:  
GREATER TYSONS CORNER AREA



Fairfax County Department of Transportation  
April 2011



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# Fairfax County Bicycle Master Plan

## *Tysons Corner Bicycle Master Plan*

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# Executive Summary

Tysons Corner is in the midst of a dramatic transformation from an auto-oriented suburban commercial area to a mixed-use urban downtown for Fairfax County. The development of four new transit stations, currently under construction as part of Metrorail's new Silver Line will provide the foundation for this shift, increasing transportation options, providing the framework for the redevelopment of property, and enhancing livability for residents, employers, employees, and visitors in Tysons Corner.

## PROJECT PURPOSE AND OUTCOMES

The *Tysons Corner Bicycle Master Plan* provides a strategic and multidimensional approach for making bicycle travel a viable transportation alternative in and around Tysons. It provides detailed bicycle infrastructure recommendations to replace the conceptual bicycle network provided in the *Tysons Corner Urban Center Amendment of the Fairfax County Comprehensive Plan*, adopted in June 2010. The *Tysons Corner Bicycle Master Plan* is part one of a two-part bicycle transportation planning process initiated by the Fairfax County Department of Transportation (FCDOT). Part two will extend a similar bicycle planning effort to the rest of the County.

*The Tysons Corner Bicycle Master Plan:*

- Provides a long-term vision for a connected network of on-road bicycle facilities such as bicycle lanes and shared-lane markings and off-road facilities such as cycle tracks and shared use paths.
- Identifies the actions that must be undertaken on specific roads in Tysons Corner, in order to create this bicycle transportation network.
- Highlights both low-cost, immediate-action projects, and long-term major investments that will enhance bicycle access and connectivity both within Tysons Corner and its surrounding communities.
- Provides specific strategies to enhance safety for both cyclists and motorists.
- Provides a detailed implementation strategy that aligns the development of the bicycle network with planned transportation projects, including the Silver Line and private sector development.
- Identifies a targeted set of bike-related programs that will encourage more people to ride bicycles in Tysons Corner and in doing so, foster the development of a local bike culture.
- Recommends a series of policies to improve coordination while also encouraging all stakeholders to contribute to the long-term vision for bicycling in Tysons Corner.

Investing in bicycling infrastructure and programs is central to making Tysons Corner more livable. It will support transit use and help ensure that greater densities of development actually result in reduced levels of congestion. Serving as a major way to access the new Metrorail stations, it will enable the Fairfax community to maximize its return on investment in the Silver Line. Bicycling will also make an important contribution to the new vision for Tysons as a place where “People are engaged in their surroundings and a place where people want to be.”

## **BENEFITS**

Comprehensive improvements to bicycle conditions and support programs will contribute the following community benefits:

- Enhanced livability and quality of life;
- More transportation options, lower transportation costs, increased transportation safety;
- Improved air quality, reduced traffic congestion;
- Expanded recreational opportunities for residents, employees and visitors;
- Improved personal fitness and community health;
- Increased socialization and civic interaction; and
- Enhanced public safety.

## **OUTREACH**

The *Tysons Corner Bicycle Master Plan* was developed by the FCDOT Bicycle Program. Key elements of the planning process include the following:

- A Bicycle Advisory Committee (BAC) was established for the project to provide guidance and ongoing citizen and agency input throughout the development of this Plan.
- A public meeting was held in September 2010 to present and gather feedback on the draft bicycle network, bicycle access improvements to future Silver Line stations, and corridor and spot improvements. Feedback from a second public meeting held in February 2011, after the draft Plan was made available to the public is also incorporated into the final plan.
- Additional stakeholder input was gathered through one-on-one and small group meetings with a range of stakeholders.
- The project team engaged and gathered input from various committees throughout the development of this Plan, including the Tysons Metrorail Station Access Management Study (TMSAMS), Fairfax Transportation Advisory Commission (TAC), Fairfax County Trails and Sidewalks Committee and the Planning Commission’s Transportation Committee.

- The project team participated in a bicycle tour of Tysons Corner in October 2010 to supplement its understanding of existing biking conditions and to discuss proposed recommendations.

## GOALS AND ACTIONS

**Goal 1: Fully integrate bicycle improvements into the planning and development process in Tysons Corner.** Biking will be fully incorporated into ongoing and planned Silver Line improvements, road projects, and private sector development.

### *Selected Actions*

- Ensure completion of the bicycle facilities that are underway, planned, or budgeted for near-term implementation.
- Address bicycle parking issues (quantity, location, service type, security, and weather protection) at the new Silver Line Metrorail stations.
- Enable the emerging Tysons Corner Transportation Management Association (the Tysons Partnership) to play a leading role in implementing and coordinating encouragement programs, as well as supporting bicycle transportation infrastructure projects.
- Introduce developers that are working on near-term redevelopment projects to bicycle facility and program opportunities that can be proffered as part of their development program.
- Secure agreement from VDOT for context sensitive design of streets in Tysons Corner, including the application of urban street and lane width standards and urban intersection design standards. In addition, coordinate with VDOT regarding sidepath and ramp crossing design on arterial improvement projects and regarding the design of intersection retrofits to accommodate bicycle and pedestrian crossing movements and promote safety.
- In conjunction with developers and the business community, establish the first full service bicycle station in Tysons Corner.

**Goal 2: Improve bicycle safety, access and connectivity to, from, through and within Tysons Corner.** A connected network of on and off-road facilities will be developed over time, which will be supplemented by wayfinding and signage, intersection and access ramp improvements, integrated multimodal and intermodal services, and enhanced connections to schools, parks, and regional destinations. Improvements in the Tysons Corner area will include connections to other existing and planned bicycle facilities and routes throughout the county and in neighboring jurisdictions.

### *Selected Actions*

- Complete on-street facility and trail networks within Tysons providing bicycle access to all areas of the core.
- Install signs for 16 bicycle routes to the Tysons Corner Silver Line Stations, and an interim alternative route (not using VA 123) between Vienna and McLean. Install a second round of Signed Bicycle Routes that extends the signed route system to the east, south, and west and provides wayfinding along some of the corridors receiving bicycle facilities in Phase 2.
- Plan, program, and construct a short list of new capital projects that will enhance safety and bicycle access to Tysons Corner.
- Upgrade bicycle level of service on Phase 1 signed bicycle routes by installing shared-lane markings (sharrows), striped bicycle lanes, climbing lanes, and improved accommodations for bicycles at intersections.
- Plan, program, and construct a set of bicycle safety-oriented striping/marking projects that will enhance cyclists' comfort and help motorists appropriately share the road.
- Focus on achieving a combination sidepath and service road route along VA 7 from VA 267 to Pimmit Drive; and if possible to Towlston Road in the North and Falls Church in the south.
- Initiate a Bicycle Safety Education Campaign targeted for the Fairfax communities just outside Tysons Corner and select public middle and high schools.
- Expand the on-street facility and trail networks surrounding Tysons Corner, including those in Idylwood, Dunn Loring, the Spring Hill Road area, and links to Vienna and McLean.
- Create additional connectivity on the outer fringes of greater Tysons Corner, with improved facilities to Meadowlark Gardens Regional Park, the Dunn Loring area, and northern McLean.

**Goal 3: Foster the development of a bike culture in Tysons Corner.** A coordinated series of education and encouragement programs, public-private partnerships, and integrated Transportation Demand Management (TDM) efforts will contribute to a Tysons Corner bike culture.

### *Selected Actions*

- Launch a bicycle-sharing service in greater Tysons Corner. Expand the bicycle-sharing service in greater Tysons Corner, as demand increases with employment and residential population growth and the network of bicycle facilities expands.
- In conjunction with the bicycle-sharing service, initiate a “Bike-to-Lunch” program geared to getting employees to reduce midday car use and experience Tysons Corner by bicycle.
- Continue to grow the Bike-Friendly Employer program by increasing corporate membership and the quantity of bicycle parking in both public and private spaces.

**Goal 4: Make bicycle travel a viable transportation choice and thus expand the numbers of, and variety of, people bicycling for transportation – including young and old, novice and experienced, and occasional and regular riders.**

*Selected Actions*

- Provide a volunteer Bicycle-to-Transit Ambassadors program at Metrorail stations on select weekdays during the first spring the Silver Line is open.
- Launch *It's About Time!* – a bicycle commuting marketing campaign highlighting to prospective new bicycle commuters the time savings current Tysons bicycle commuters are experiencing as compared to motor vehicle or transit travel.
- Continue the Bike-to-Work Day activities in Tysons Corner, increase registered participants and consider moving the event location or hosting multiple locations.
- Within six months of opening the Silver Line (approximately June 2014), achieve a bike parking rate at the four Tysons Corner stations that is 80 percent of capacity.
- By 2014, double bicycle commuting rates to Tysons Corner over baseline counts (see Section 4.3 for data collection program details). By 2016, double bicycle commuting rates to Tysons Corner (over the 2013 bicycle counts; see Section 4.3). By 2019, double bicycle commuting rates to Tysons Corner (over 2016 rates).
- Document increased bicycle use for resident and employee circulation within the core of Tysons Corner, access to Silver Line stations, and resident trips out of Tysons Corner to job, school, recreation, and other attractions in nearby communities.
- Implement recommended trail system expansion and upgrades to support Safe Routes to School programs at schools.
- By 2030, achieve an overall five-percent bicycle trip mode share for all trips types, and a 3.5 percent bicycle share for access to rail transit trips.

## **POLICY RECOMMENDATIONS**

Policy recommendations are provided for both Fairfax County and VDOT. The recommendations for Fairfax County range from bike parking requirements to requirements for bike accommodations on private roads that serve public access and through parking lots. The recommendations for VDOT include adoption of typical urban travel-lane widths, access management across sidepaths, and refining intersection design standards. The policy recommendations also highlight how Fairfax County can implement emerging bicycle treatments such as colored bike lanes and bike boxes and how it can incorporate bike transportation into ongoing TDM programs.



## IMPLEMENTATION AND PHASING

**Phase 1: 2011-2013.** Begin with a set of relatively low-cost improvements that will “get the ball rolling” – such as establishing signed bike routes and installing shared-lane markings in many locations where the impact to motor vehicle traffic will be minimal and the benefit for cyclists will be significant. Focus on providing sufficient bike parking at the Silver Line stations, as well as convenient and comfortable bicycle access to and from the stations. Start encouragement programs by working through existing TDM requirements and partnerships with the Tysons Partnership, Fairfax Advocates for Better Bicycling (FABB), local employers, and existing bicycle commuters.

**Phase 2: 2012-2016.** As the core of Tysons Corner begins redeveloping, implement priority on-street, and off-street bicycle facilities. Improve bicycle access within and from the surrounding communities. Install high-tech Bicycle Sharing infrastructure and launch encouragement programs like “Bike-to-Lunch” and “Bicycle-Friendly Employer Awards.”

**Phase 3: 2015-2019.** Plan, and implement over time, major new crossings of the Beltway and Dulles Toll Road. Until the communities north, northeast, and east of Tysons Corner can access destinations in a more convenient and comfortable manner, their close proximity, and opportunity for biking to Tysons Corner will not be fully realized. Implement bicycle facilities in conjunction with development of new streets in the planned downtown grid as routine accommodations. As the residential population grows in the core of Tysons Corner, ensure that new trails are aligned and designed to serve both transportation and recreation, so that children and families can bicycle to school, the grocery store, and other services. Residential and commercial developers should also design bike-friendly buildings and sites and provide bicycle support facilities to make bicycle-use prominent, convenient, expandable, and ultimately commonplace.

**Phase 4: 2020-2030.** In later years, transform even major arterials like VA Route 7, International Boulevard, and VA Route 123 by adding bicycle facilities that are separated from the road for priority cycling, shared use paths for lesser skilled cyclists, and signalization that facilitates safe multimodal travel along and across these corridors.

## MOVING FORWARD

Bicycling will play a key role in the future of Tysons Corner. Creating a usable network of on and off-road facilities, signed routes, and comfortable intersections, interchange crossings, and overpasses will improve access to transit. It will facilitate bike commuting, and make bicycling a viable choice for other utilitarian trips to and from Tysons Corner. It will encourage bicycle travel within, through, and around the core of Tysons, as well as throughout the greater Tysons area. In doing so, it will enhance livability and quality of life in Tysons Corner.

Successful implementation of this plan will extend the image of Tysons as a trend setter into the realm of bicycling, which will attract future knowledge-based workers while

also serving an important marketing function for potential future residents, visitors, and office tenants.

The *Tysons Corner Bicycle Master Plan* is a critical element in realizing the vision for Tysons outlined in the Comprehensive Plan. It presents a strategy for incorporating bicycling into ongoing and planned Silver Line improvements, road projects, and private sector development. This strategy will enable the County to capitalize on investments already made in the Silver Line, while also taking full advantage of upcoming opportunities.