

reason, it is considered essential to monitor built and approved development and vehicle trips in the area over time and determine if the balance of development over time, vehicle trips and delay and the provision of transportation infrastructure have been maintained. This review should occur at least every five years or based on changes in circumstances and should be the primary responsibility of the county with survey input and assistance from landowners and tenants where available.

Public Transportation

Metrorail - The introduction of Metrorail service along the Dulles Airport Access Road and Toll Road is an integral factor to providing increased mobility and reducing vehicle dependency for employees and residents in this area. Focusing the densest development around the Innovation Center Metrorail station is vital to promote the use of public transportation and achieving the vision for Land Unit A.

Local Bus Service - There is existing Fairfax Connector bus service that serves both local riders and people commuting through Land Unit A. These routes will be modified to provide convenient and reliable feeder service to the surrounding area from Innovation Center Station.

Road Network and Circulation

The road network and circulation recommendations provide additional transportation guidance and recommendations for development within Land Unit A. For new streets **not built to their full cross-section**, right-of-way should be provided for **their** ultimate configuration including pedestrian and bicycle facilities as identified in the Plan. The streets should provide a level of connectivity and accommodate all modes of transportation to the fullest extent possible. Road planning should balance the efficiency of through movements with the need for reasonable access to existing and planned uses. Existing property access points should be retained to the greatest extent possible.

In the planning and design of transportation projects, it will be necessary to balance the competing needs of many stakeholders starting in the earliest stages of project development. The design of a facility should be safe and function for all users regardless of the mode of travel they choose. Flexibility in design may be considered to achieve plan objectives.

Network Level of Service

An overall LOS E is the goal for the **intersections within the** street network in the Innovation Center TSA. In instances where a LOS E standard cannot be attained or maintained **in the TSA** with planned development, remedies should be proposed to offset impacts (using approaches described below) with the purpose of improving mobility for all users within the TSA.

As a first approach, the network should be evaluated to determine if **capacity and/or** increased operational efficiency is possible to achieve without decreasing pedestrian walkability and safety. The widening of roads by adding exclusive turn lanes and/or through lanes will not be desirable in, **most some cases**, since it will increase street widths at intersections and therefore work against **creating** an attractive environment for pedestrians. In lieu of additional lanes, it is preferable to add links to the street grid where applicable and possible to promote the build out of the grid of streets and to create additional diversionary paths for vehicles; **and in so doing so**

is intended, to decrease the traffic at problem locations in the vicinity of a proposed development. If this approach does not attain the recommended LOS, or is not feasible, other approaches should be considered, such as:

- Decrease future site-generated traffic by changing the mix of land use within the parameters of the applicable land use guidelines (e.g., replacing a higher peak hour trip generating land use with a lower one).
- Increase transit use through the provision of additional and improved services.
- Optimize the application of TDM measures which might include greater transit use, walking, and bicycling.
- Condition development on the completion of offsetting improvements
- Consider Financial contributions of significant value dedicated to addressing deficiencies in the TSA ~~may be considered~~ as an offsetting improvement. These should not be used as a credit against other contributions toward off-site transportation improvements.

Road Transportation Improvements – The following list of roadway network improvements are recommended to achieve the vision for Land Unit A and enhance connectivity through the area by creating multiple and enhanced connections.

- River Birch Road extension to Frying Pan Road
- Additional Centreville Road crossing at McNair Farms Drive
- New bridge over Dulles Toll Road to Loudoun County
- A grid of streets in the Transit Station Area
- Widen or improve Coppermine Road (4 lanes, Sunrise Valley Drive to Centreville Rd)
- Widen or improve Frying Pan Road (6 lanes)
- Widen or improve Sunrise Valley Drive (4 lanes, Centreville Road to Innovation Center Station)
- Widen or improve Centreville Road (6 lanes, Sunrise Valley Drive to Town of Herndon)

A fundamental purpose of this conceptual grid of streets is to provide alternative paths for vehicles, pedestrians, and bicyclists and, therefore, reduce congestion and increase connectivity in this area. An illustration of the enhanced street network is shown on the following figure ~~Map~~ “X” below. In planning the grid of streets, consideration should be given to avoiding ing intersections with acute or awkward angles; minimizing exclusive turn lanes; and having designing block sizes generally within a 400 foot to 600 foot range. Any block longer than 600 feet should contain a mid-block pedestrian connection.

In addition to the list of road transportation improvements above, other intersection improvements may be required within the land unit in order to ensure acceptable traffic operations. Each roadway improvement should be independently evaluated not only for its transportation utility from a cost-benefit perspective, but also for its environmental implications such as effects on storm water management, water quality, noise or parks and its integration into the area’s urban context.