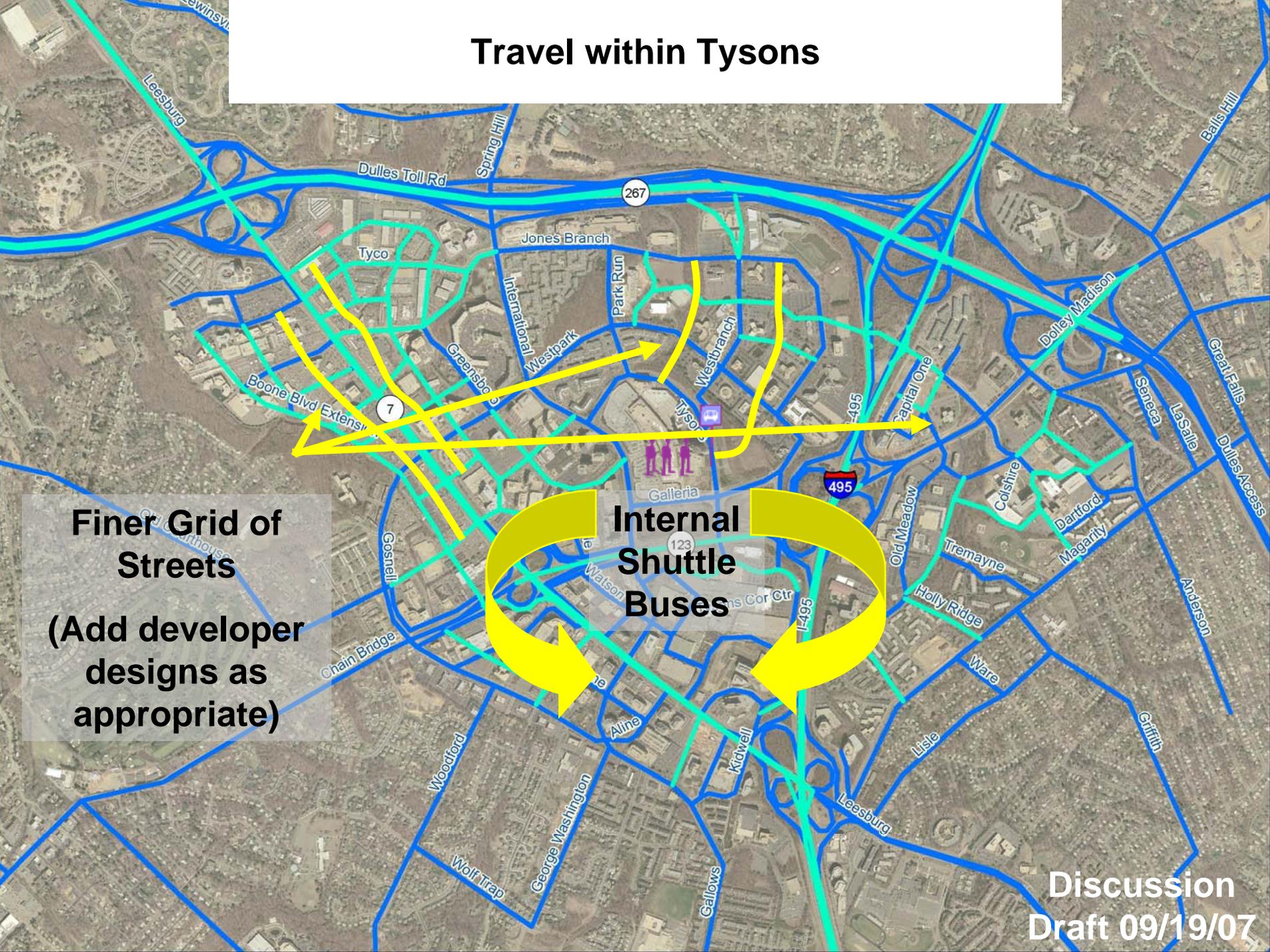


# Advanced Alternatives Transportation Ideas

- **Two networks – each represents a different emphasis**
  - **Emphasis on auto travel to and through Tysons**
  - **Emphasis on travel within Tysons, especially for transit, pedestrians, and bikes**
  - **Some of the same ideas will be included in both alternatives**
  - **General agreement with concept**
- **Cambridge will do 4 model runs**
  - **Test each network with each land use alternative**
  - **“Metro” – concentrated vs “Transit” – more dispersed**

# Travel within Tysons

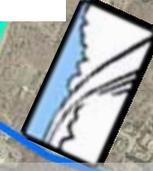
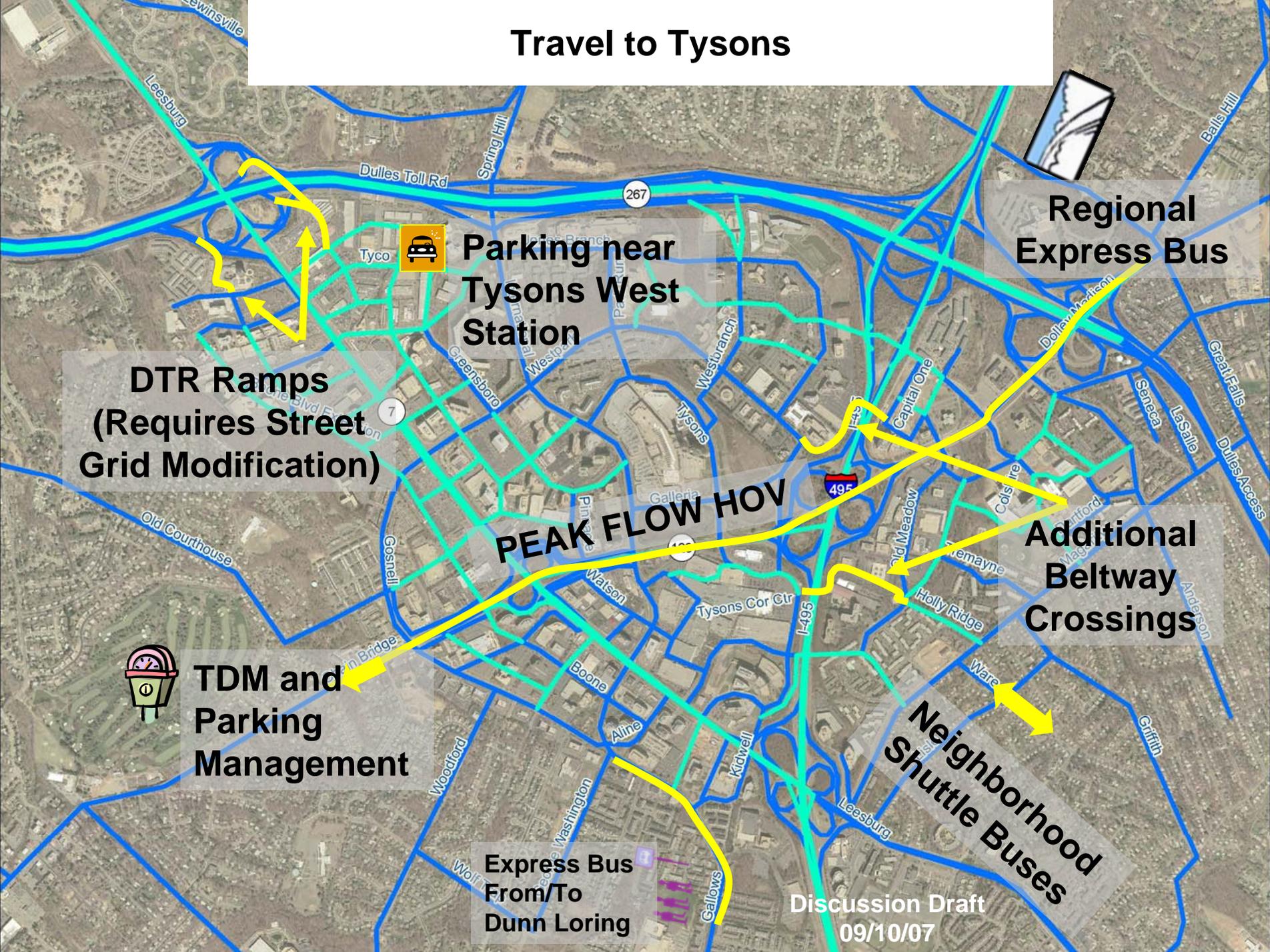


**Finer Grid of Streets**

**(Add developer designs as appropriate)**

**Internal Shuttle Buses**

# Travel to Tysons



**Regional Express Bus**



**Parking near Tysons West Station**

**DTR Ramps (Requires Street Grid Modification)**

**PEAK FLOW HOV**

**Additional Beltway Crossings**



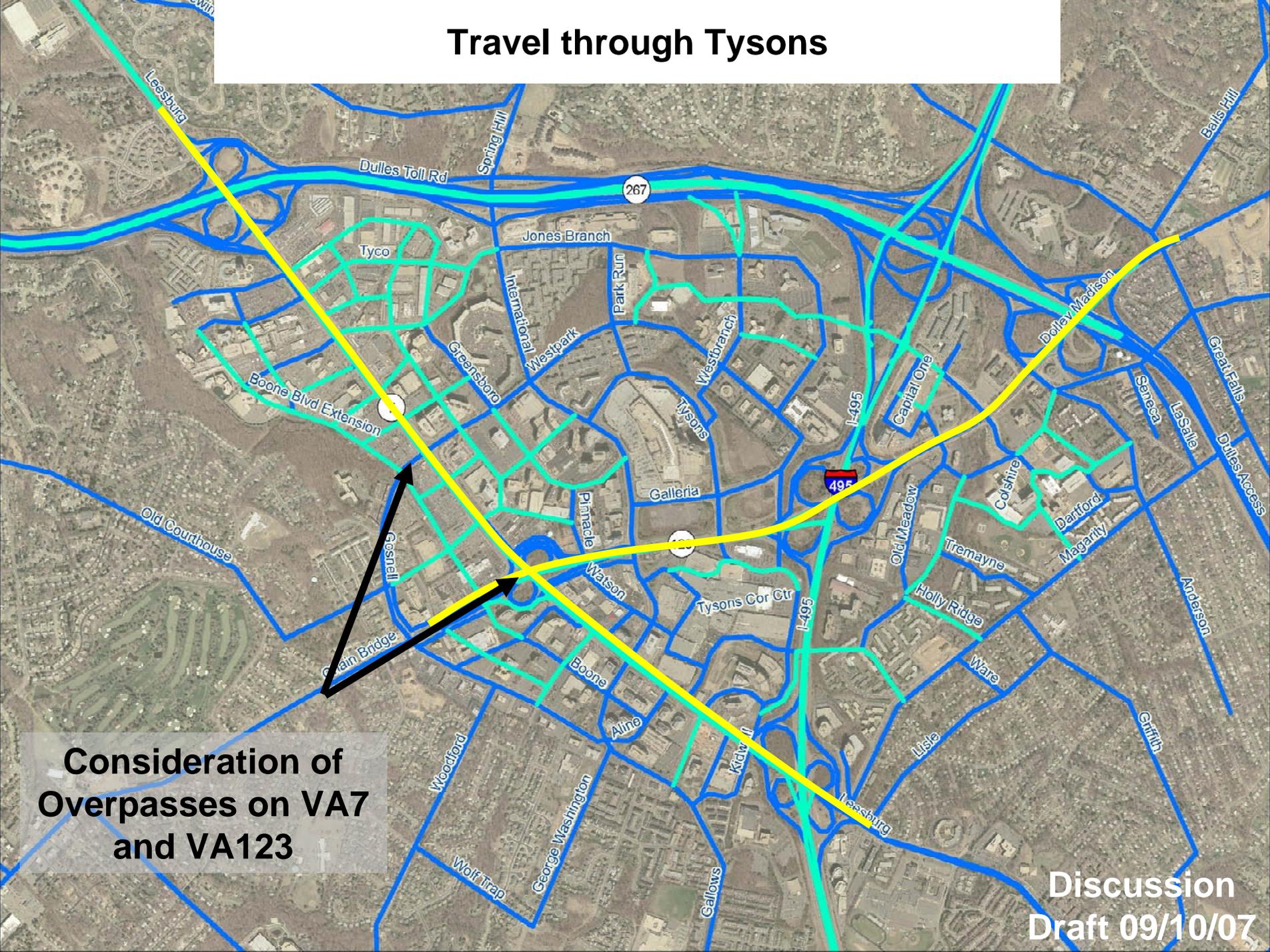
**TDM and Parking Management**

**Neighborhood Shuttle Buses**

**Express Bus From/To Dunn Loring**

**Discussion Draft 09/10/07**

# Travel through Tysons



**Consideration of  
Overpasses on VA7  
and VA123**

**Discussion  
Draft 09/10/07**

# Advanced Alternatives – Travel “To/From”

	More Auto Accommodating	Less Auto Accommodating
VA 123 Peak Flow HOV		
Ramps from DTR to Boone Boulevard or Greensboro		
Aggressive TDM – parking management		
Regional express bus connections on I-95/I-495		
Gallows Road – busway to Merrifield		
Additional Beltway and Toll Road crossings		
Toll pricing incentives to divert traffic off VA 7		
Uniformly excellent walk access to/from station		

# Advanced Alternatives – Travel “To/From”

	More Auto Accommodating	Less Auto Accommodating
Neighborhood Connector Shuttle Buses		
Tyson's West Area Parking		

# Advanced Alternatives – Travel “Within”

	More Auto Accommodating	Less Auto Accommodating
Smaller, uniform block size with smallest blocks near metrorail	●	●
Complete streets emphasized near Metrorail, slower main streets		●
Use of VA 7/(VA 123) lanes for circulator/bus/bike		●
Circulator connecting activities (many to many)	●	
Circulator connecting activities to station (many to 4)		●
Emphasis on walking across activity streets		
Emphasis on walking along activity streets	●	

# Advanced Alternatives – Travel “Within”

	More Auto Accommodating	Less Auto Accommodating
Smaller, uniform block size with smallest blocks near metrorail		
Complete streets emphasized near Metrorail, slower main streets		
Use of VA 7/(VA 123) lanes for circulator/bus/bike		
Circulator connecting activities (many to many)		
Circulator connecting activities to station (many to 4)		
Emphasis on walking across activity streets		
Emphasis on walking along activity streets		

# Advanced Alternatives – Travel “Through”

	More Auto Accommodating	Less Auto Accommodating
Overpasses/Grade Separations/Turning movement control on VA7 and VA 123	●	
Faster main streets	●	

Discussion  
Draft 09/19/07