

## **TYSONS CORNER URBAN CENTER – CIRCULATOR SYSTEM**

Report from the Tysons Task Force Transportation Committee

May 27, 2008

### **BACKGROUND:**

The Tysons Land Use Task Force (TLUTF) unanimously agreed that the routes of the proposed “Form-Giving” Circulator system must be determined before the final transportation network and land use prototype were to be analyzed. The Circulators should be designed to provide sustainable, efficient, effective and environmentally friendly transit service for the Tysons Corner Urban Center (TCUC) by circulating through local destinations within the urban center and providing better access to the higher-capacity local and regional transit services as well as serving non-work trips. Adding this system of Circulators gives more people access to the Metrorail system without getting into their cars, making it more likely that people who live or work more than ¼ mile from a Metrorail station will chose to take transit. The TLUTF also agreed that an increased ribbon of density will be associated with the proposed routes of the “Form-Giving” Circulators. It is assumed that whenever the route of the “Form-Giving” Circulators is within a TOD area, only the TOD area density applies. It is also assumed that whenever the routes of two or more Circulators overlap, there is no double-counting of FAR.

### **GUIDELINES FOR ROUTE DEVELOPMENT:**

Numerous criteria were considered by the Transportation Committee in determining the proposed routes of the Circulator System and they included, but were not limited to, the following:

- Promoting Connectivity –The Circulators should connect the various districts of Tysons Corner.
- The Circulators should extend the reach of the Metrorail System by serving the North Central, Eastside and Old Courthouse districts within Tysons Corner.
- Each Circulator route should connect with at least two Metrorail Stations.
- The connection with the Metrorail station should be as close as possible to the station entrance. If the circulator route is not adjacent to the station entrance, a clear visual connection should be maintained for the convenience and perceptions of the users.
- The Circulator System should increase transit mode share and decrease vehicle use by making travel within Tysons Corner as well as travel to and from Tysons Corner more attractive.
- Facilitate the transformation of Tysons Corner into an urban center and allow more of Tysons Corner to follow Transit-Oriented Development principles.
- Include service to locations with higher existing concentrations of trip origins (e.g. Freddie Mac, Gannett).
- Development on the Circulator route to the north of Jones Branch Drive will be subject to height limitations.
- Include service to future high concentration residential and employment areas
- Some overlap of circulator routes is desirable to facilitate car maintenance if a fixed-guideway system is implemented.
- The Circulators will reflect industry best practices.

## **RIGHT-OF-WAY:**

- The goal is to have the “Form-Giving” Circulator routes operate in their own dedicated right-of-way for as much of the proposed routes as possible.
- Dedicated right-of-way for the circulators can be curb side or in the median of the road.
- The ultimate alignment may shift based upon the ease of acquiring the necessary right-of-way.
- If the circulators are using a median (existing or planned), the need for additional right-of-way required can be minimized.
- Dedication of right-of-way can be accomplished in a number of ways, including, but not limited to; 1) An additional lane which at all times is exclusively for the circulator, 2) conversion of a vehicle lane to circulator use at all times, 3) reservation of a curb-side lane for circulator service during peak periods, and, 4) allowing parking on segments during off-peak periods.

## **ASSUMED OPERATING CHARACTERISTICS:**

- The Circulators will travel in both directions on each of the proposed Circulator routes.
- The Circulator System should be inexpensive for users, frequent and convenient.
- The Circulator System will integrate with all other buses serving the great Tysons Corner Area.
- The Circulator System will feed and extend the reach of Metrorail service.

## **IMPLEMENTATION:**

- The Circulator System, as recommended, will be phased into service.
- First phase is assumed to be bus service.
- Early phases may operate on existing roads and switch to new roads when built.
- The Circulators will be adaptable to future technologies. Conversion to rail circulators could occur over time

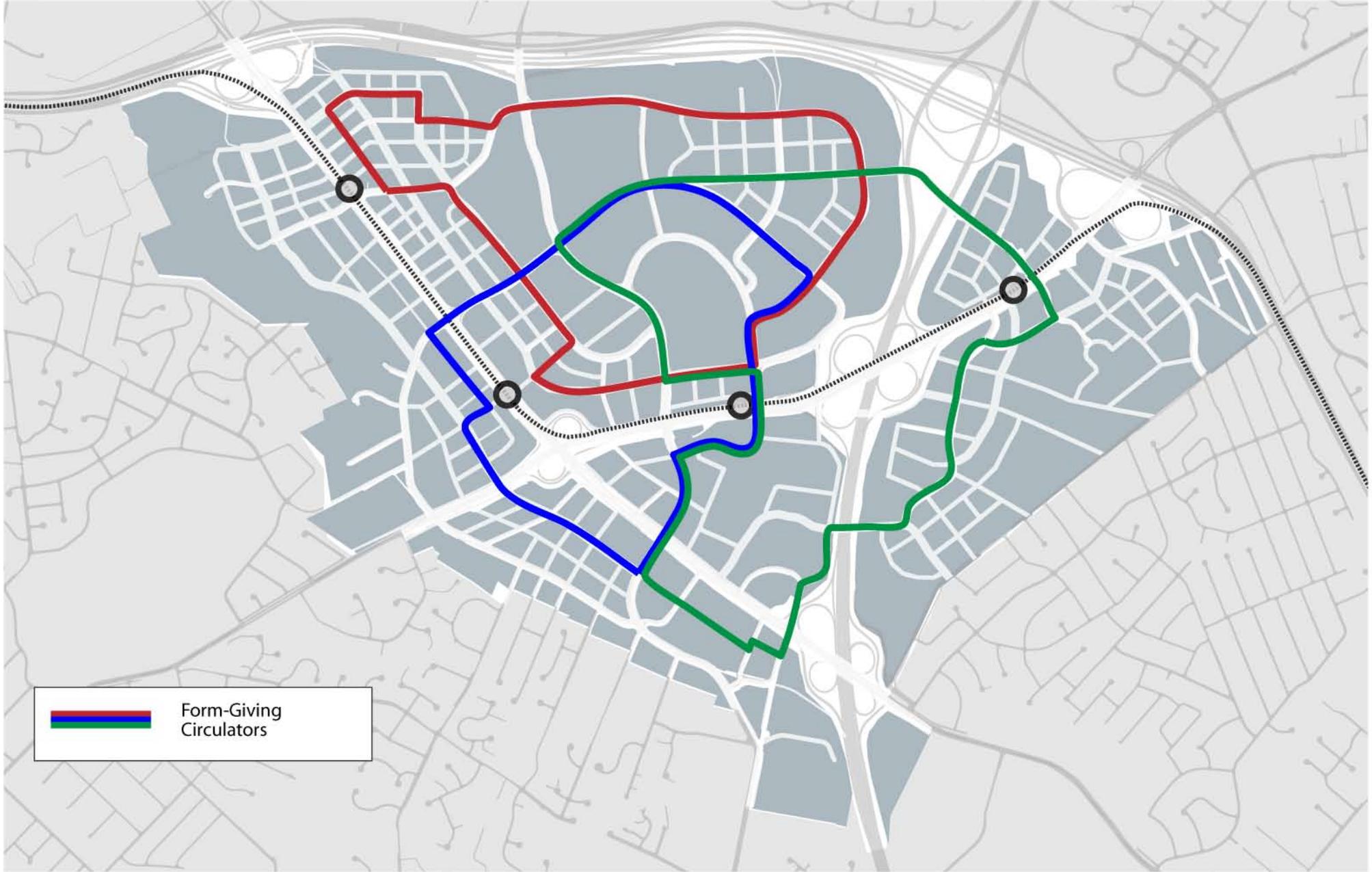
## **OTHER TRANSIT SERVICES:**

The recommended routes for the Tysons Corner Urban Center Circulator System are attached at Tab A. It is understood that there will be other transit services to transport people around Tysons Corner and to connect with areas outside of Tysons Corner.

**Layers of Transit Serving Tysons Corner (non-circulators):** The “Form-Giving” Circulators are to be a subset of the bus service in the greater Tysons Corner area. Attached are maps of other routes (both existing and possible future routes with connections to surrounding neighborhoods and to the region).

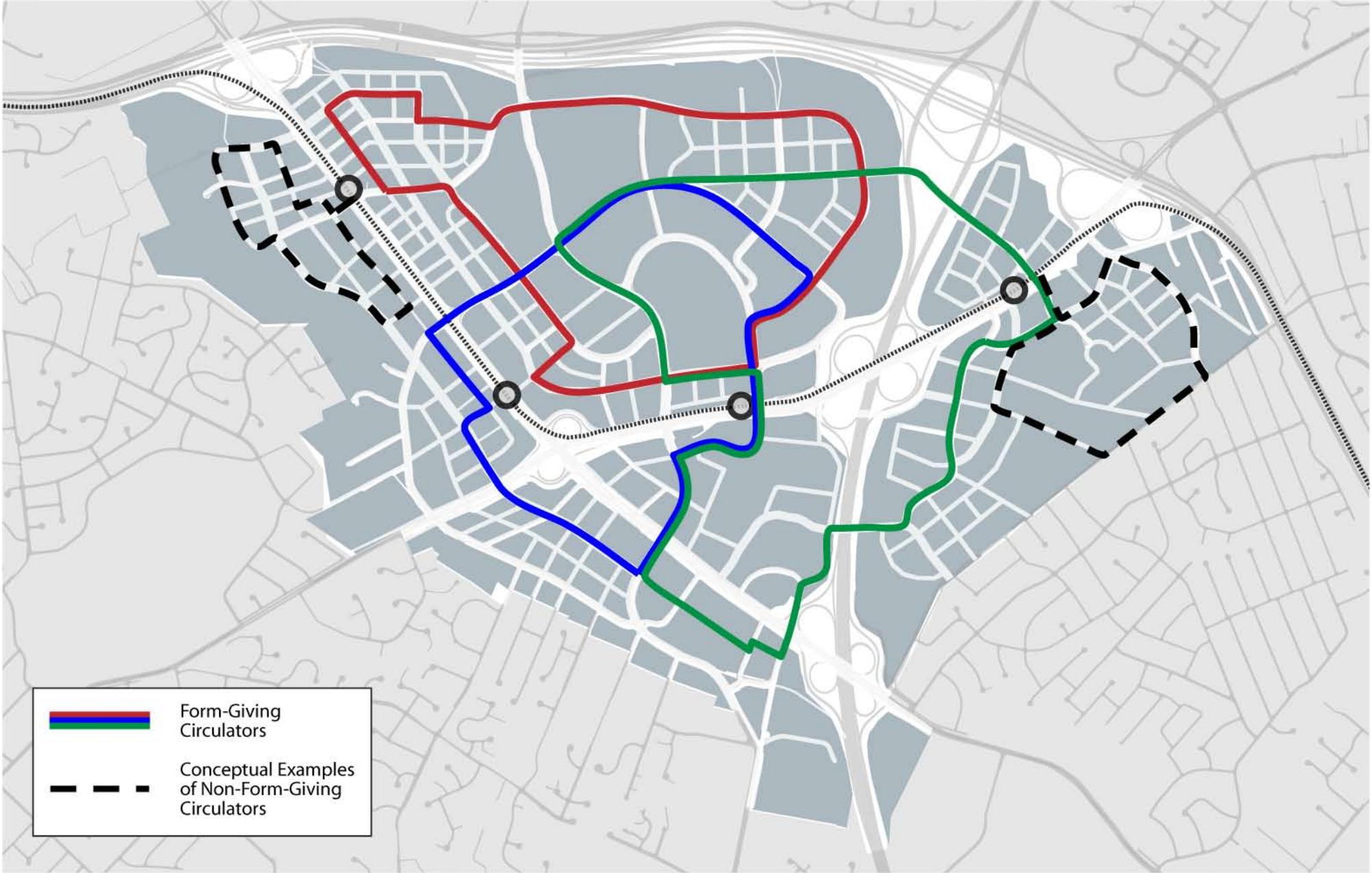
- Tab B – “Form Giving” Circulators plus other possible circulators
- Tab C --Metrobus and Fairfax Connector bus service per Dulles Rail FEIS
- Tab D – Potential Local Bus Service: McLean Central Connector
- Tab E – Potential Local Bus Service: Vienna and Dunn Loring Connector

# Draft Preferred Alternative: Circulator Routes



 Form-Giving Circulators

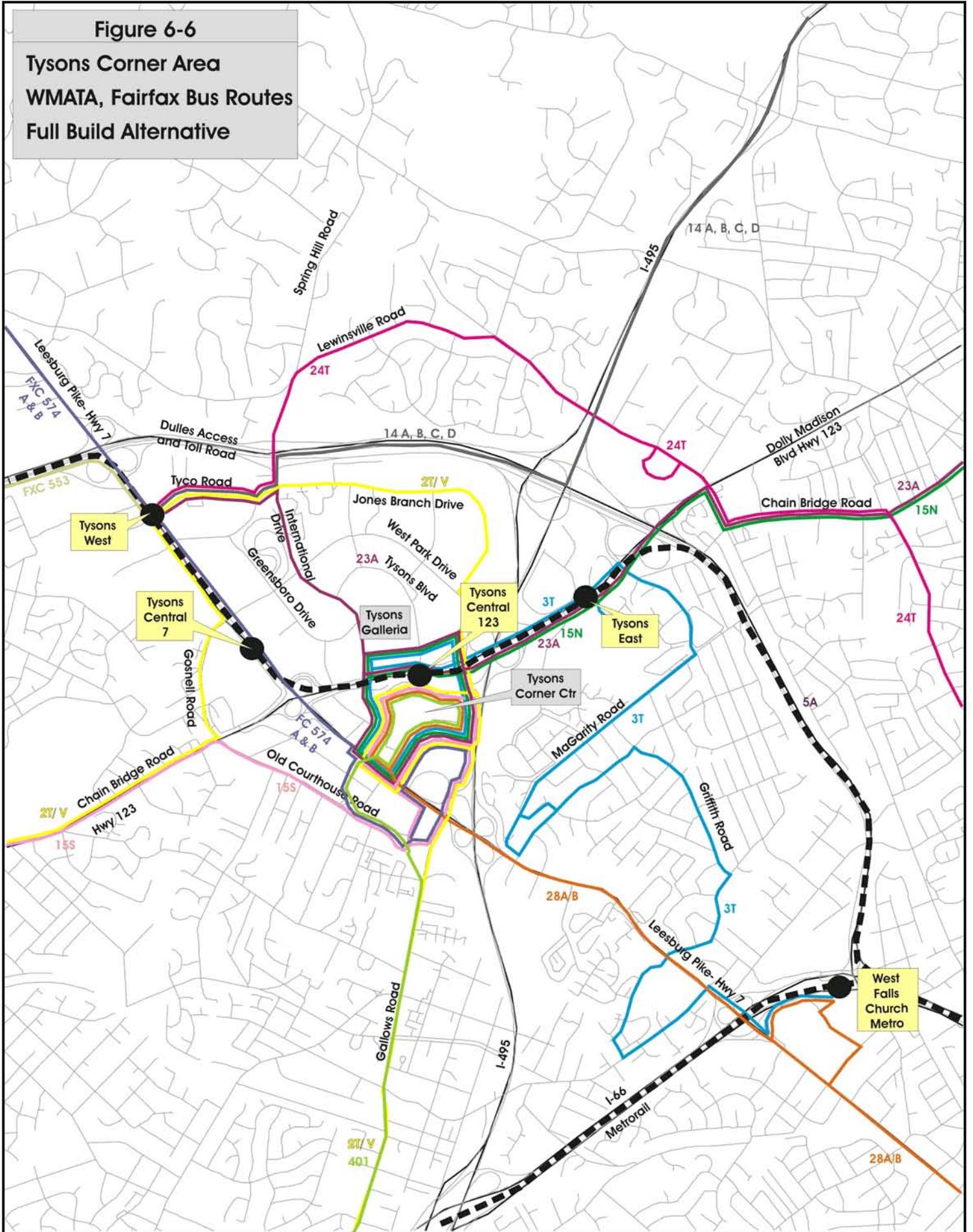
# Draft Preferred Alternative: Circulator Routes



	Form-Giving Circulators
	Conceptual Examples of Non-Form-Giving Circulators

Figure 6-6

Tysons Corner Area  
WMATA, Fairfax Bus Routes  
Full Build Alternative

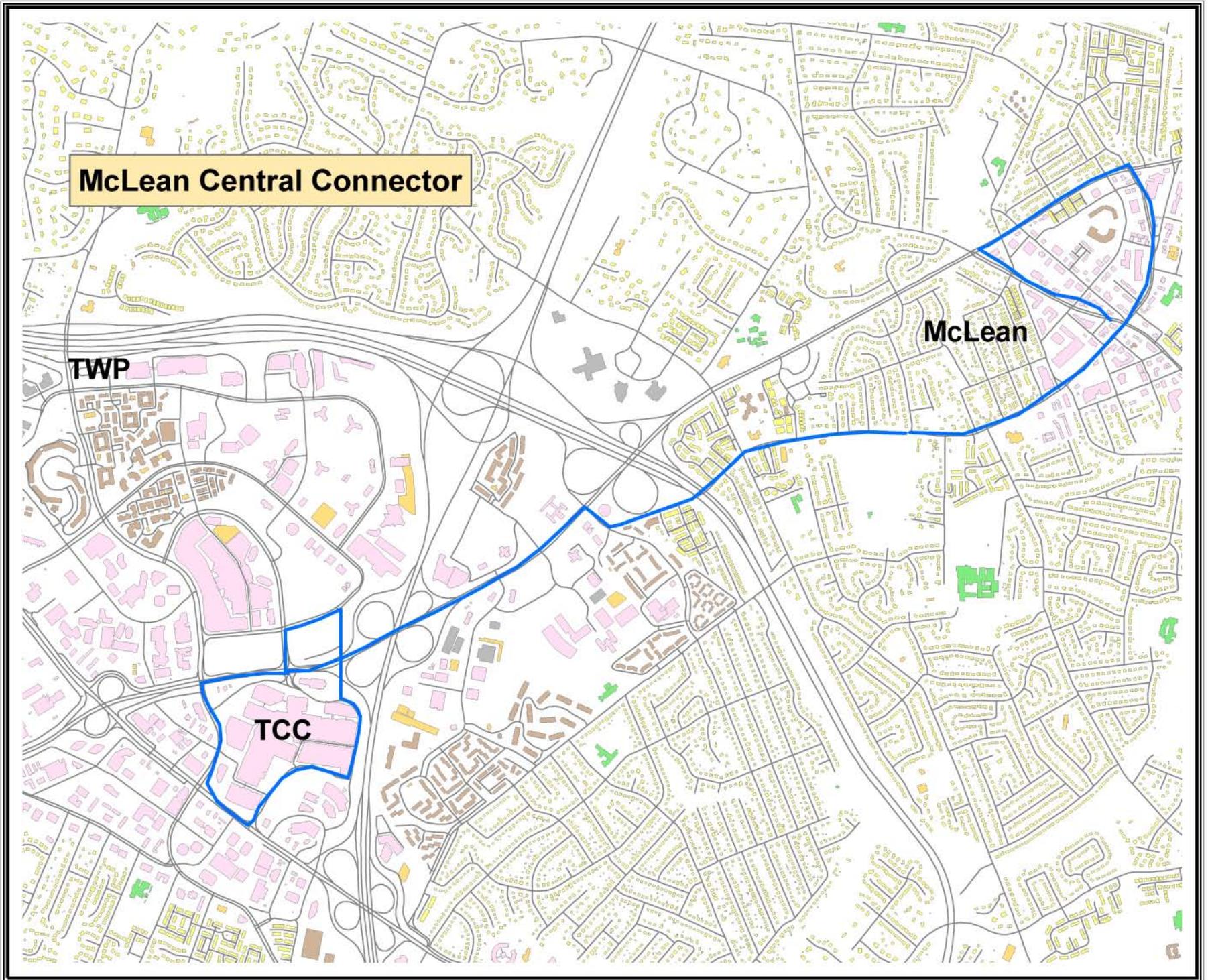


**McLean Central Connector**

**TWP**

**TCC**

**McLean**



**402 Vienna - Dunn Loring via Merrifield/403 Dunn Loring  
- Tysons Central 123 via Electric Ave (Rail)**

**TCC**

**Dunn Loring Metro Station**

**Vienna Metro Station**

