

B. Transportation Issues

B1. Consensus: Increase the use of multi-modal transportation, including pedestrian and bicycle

- Urban parking standards are appropriate to Tysons Corner with the most restricted parking closest to Metrorail stations
- Create continuous pedestrian access on roadways throughout Tysons
- Bike lanes should be included on all appropriate roadways
- Westbound ramp of Jones Branch Drive to the Dulles Toll Road could be extended to provide a pedestrian and bicycle connection to the McLean Hamlet neighborhood
- Grade separations should be designed to improve pedestrian and bicycle connections
- Include pedestrian and bicycle access to Scotts Run crossing of the beltway
- Improve pedestrian movement along Route 7 under 123

Remaining questions:

- To what extent should additional trip reduction strategies be specified?
- To what extent should other transit incentives be specified?
- What additional pedestrian and bicycle improvements should be specified?

B2. Consensus: Address the ability to handle “through” traffic

- The following grade separations should be included in the preferred network for testing:
 - Route 7/Westpark Drive/Gosnell Road
 - Route 7/International Drive
 - Route 123/International Drive
 - Route 123/Scotts Run Crossing/Colshire Drive
 - Route 123/Old Meadow Drive
 - Old Courthouse Road and Route 123
- Impose equivalent tolls on all cars using the Dulles Toll Road to remove incentive to drive through Tysons.

Remaining questions:

- Should any additional roadway improvements and/or traffic rules be specified?

B3. Consensus: Improve ability to move traffic around, into, out of, and within Tysons

- The following beltway crossings should be included in the preferred network for testing:
 - Scotts Run
- The following ramps should be included in the preferred network:
 - Jones Branch Drive to Dulles Toll Road (both Eastbound and Westbound)
 - Greensboro Drive/Tyco Road to Dulles Toll Road (both Eastbound and Westbound)
 - Boone Boulevard to Dulles Toll Road (both Eastbound and Westbound)
- The following intersection improvements should be included in the preferred network for testing:
 - Dulles Toll Road and Route 7
 - Dulles Toll Road and Spring Hill Road

Remaining questions:

- Additional beltway crossings at Route 123/Old Meadow and Shopping Mall/Old Meadow (need more information)
- Two ramps connecting the HOT lanes (need more information)
- How will internal Tysons transit connect to surrounding communities and other regional transit systems?

B4. Consensus: Create a grid of streets throughout Tysons

- Include a narrative text on how grid was developed and intended to function
- Describe where and how new streets should be added to existing grid
- Identify block sizes for each of the eight districts

Remaining questions:

- What is the relative proportion of County vs. private investment that should be used to create these new streets?
- Should new streets be enforced in base development requirements or as a standard proffer for developers to get higher density approvals?
- What is the appropriate schedule and priorities for creating additional streets?

B5. Consensus: Create internal transit options to improve mobility within Tysons' borders

- Transit circulator on a dedicated right of way
- Task Force will identify criteria for identifying circulator routes

Remaining questions:

- Who will build and manage these systems, who will pay?
- What is the appropriate phasing for building the circulator?