

# Tysons Corner Transportation and Urban Design Study

## *Existing Conditions – Interim Report*

*presented to*

**Tysons Corner Coordinating Committee**

*presented by*

**Lewis Grimm**

**Cambridge Systematics, Inc.**

**July 11, 2005**

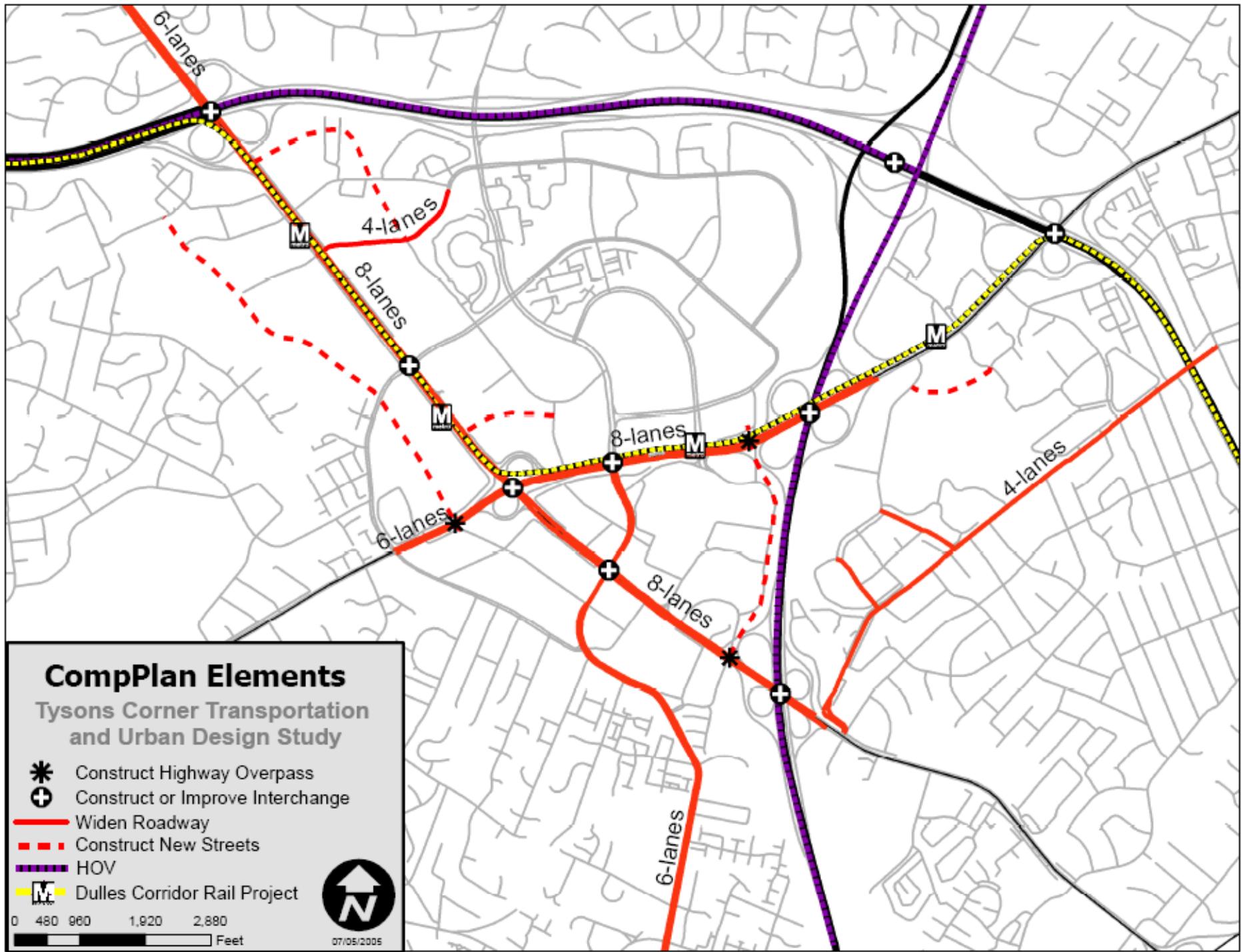
**Transportation leadership you can trust.**

# Existing Conditions Assessment

- Review of current transportation improvement plans
- Review of current transportation demand/supply
- Review of current roadway system performance
- Comments and Questions

# Current Fairfax County Comprehensive Plan Transportation Recommendations

- **HOV lanes on Capital Beltway and Dulles Toll Road**
- **Rail stations (originally three, now four Metrorail stations)**
- **Full/Partial interchanges on Route 7 and Route 123**
- **Widen portions of Route 7 and Route 123 to 6-8 lanes through the Tysons Corner area**
- **Several collector/circulation road improvements**
- **Other proposed actions to achieve Comp Plan policies:**
  - **Maintain LOS E**
  - **Attain 20% non-SOV mode share**



## CompPlan Elements

### Tysons Corner Transportation and Urban Design Study

-  Construct Highway Overpass
-  Construct or Improve Interchange
-  Widen Roadway
-  Construct New Streets
-  HOV
-  Dulles Corridor Rail Project

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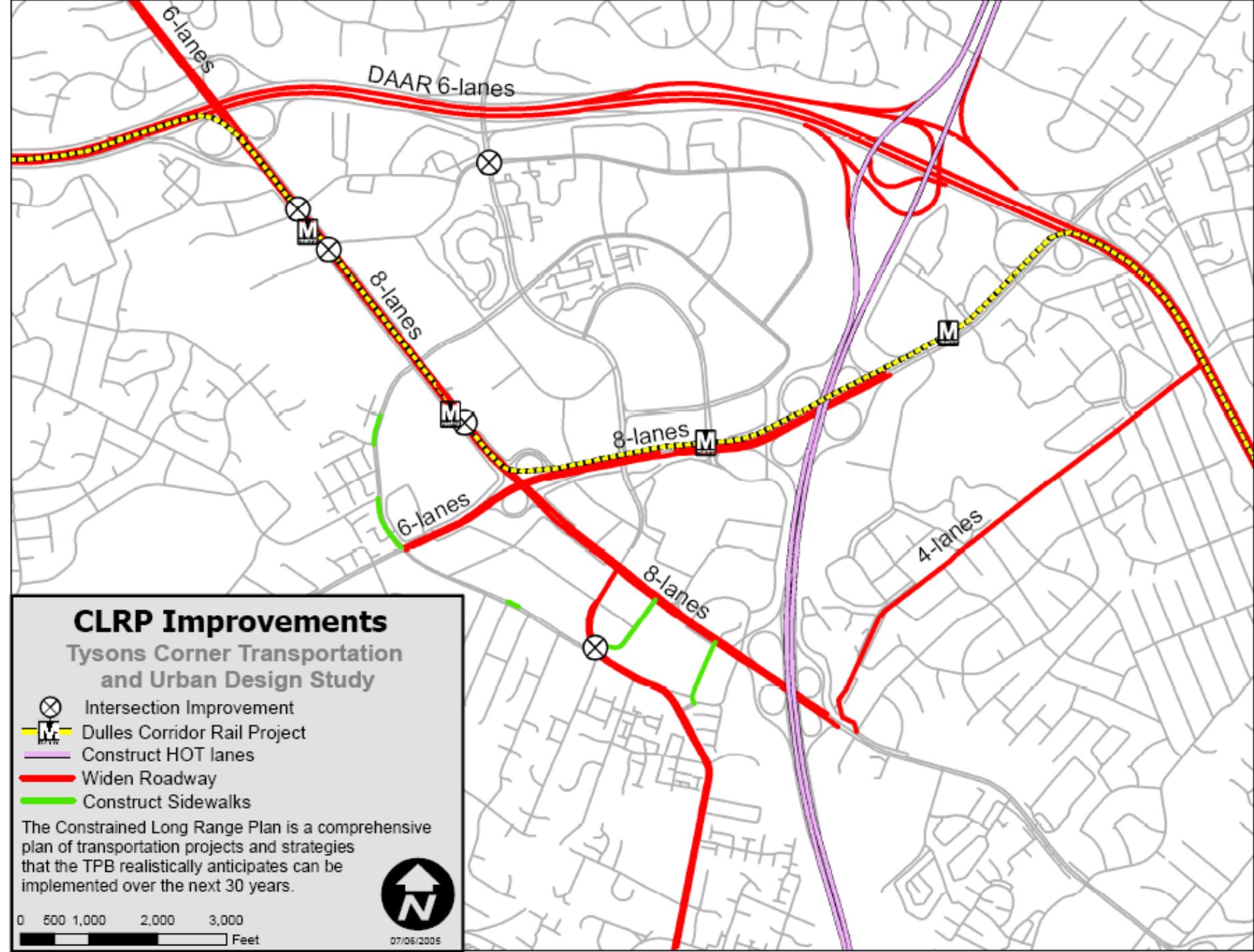
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# MWCOG Fiscally Constrained Long Range Transportation Plan Elements (Year 2030)

- **Construct four High Occupancy Toll (HOT) lanes on I-495 from Old Georgetown Road to Springfield, with HOT lane access to/from the Tysons Corner area at VA 267 and VA 123.**
- **Metrorail extension from West Falls Church to Dulles Airport and Loudoun County, with four stations in Tysons Corner area.**
- **Widen Dulles Airport Access Road to 6-lanes plus interchange improvements from Dulles International Airport to Rt. 123**

# MWCOG Fiscally Constrained Long Range Transportation Plan Elements (Year 2030)

- **Widen Route 7 to 8-lanes from DTR to I-495**
- **Widen Rt. 123 to 8-lanes from I-495 to Rt. 7, and to 6-lanes from Rt. 7 to Old Courthouse Road**
- **Widen Magarity Road to 4-lanes from Rt. 7 to Great Falls Street**
- **Gallows Road improvements from Rt. 7 to Merrifield**



## CLRP Improvements

### Tysons Corner Transportation and Urban Design Study

-  Intersection Improvement
-  Dulles Corridor Rail Project
-  Construct HOT lanes
-  Widen Roadway
-  Construct Sidewalks

The Constrained Long Range Plan is a comprehensive plan of transportation projects and strategies that the TPB realistically anticipates can be implemented over the next 30 years.



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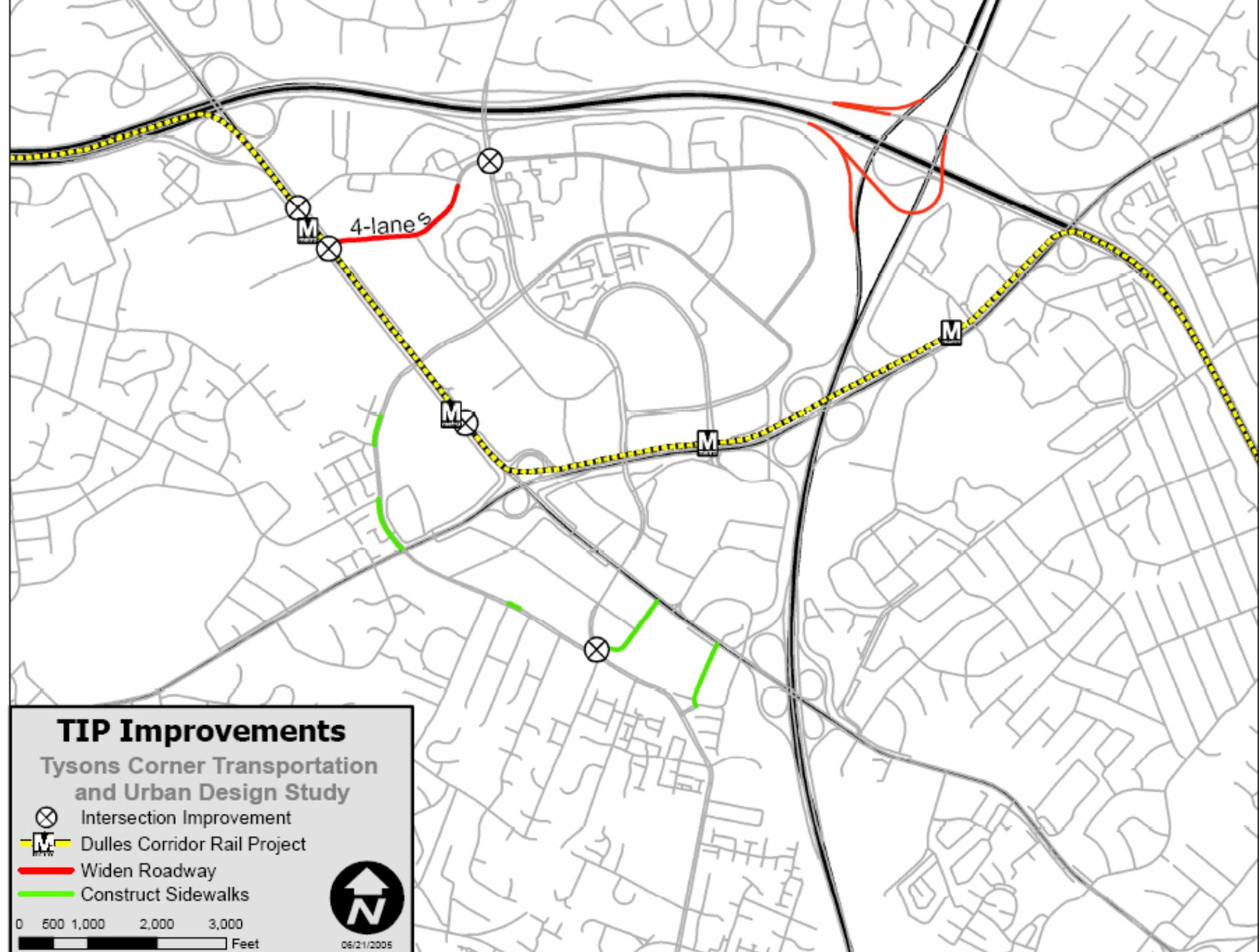
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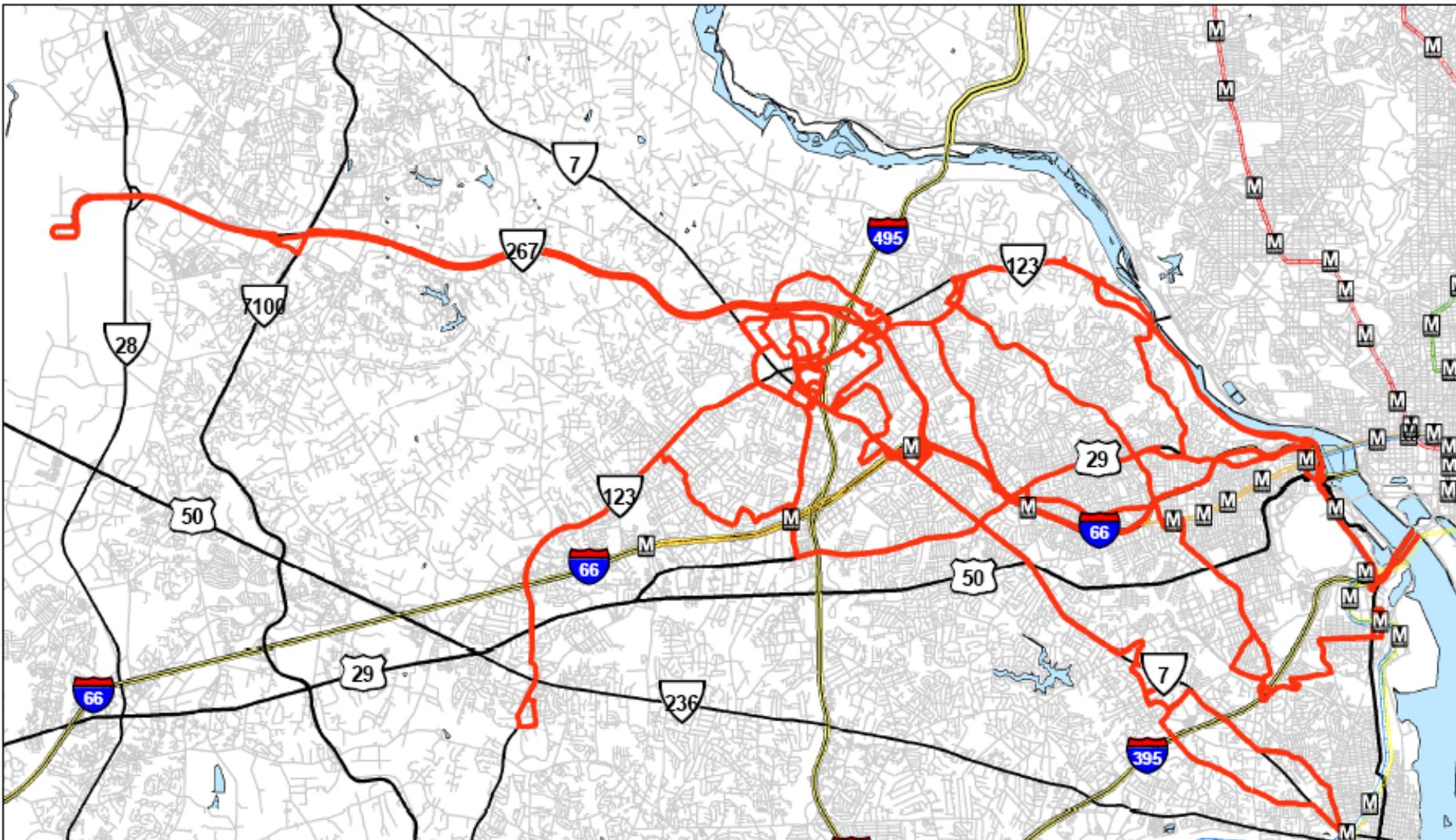
# MWCOG Transportation Improvement Program FY2005-2010

- **Metrorail extension from West Falls Church to Wiehle Avenue, with four stations in Tysons Corner area.**
- **Dulles Toll Road / Airport Connector Road interchange improvements at I-495.**

# MWCOG Transportation Improvement Program FY2005-2010

- **TYTRAN Congestion Relief Projects**
  - **Route 7 at Tyco Road**
  - **Route 7 at Marshall's entrance**
  - **Route 7 at Spring Hill Road**
  - **International Drive/Spring Hill Road/Jones Branch Road**
- **Widen Spring Hill Road to 4-lane divided from Rt. 7 to International Dr.**
- **Tysons Corner area pedestrian access to transit improvements identified by HJR 276 Committee.**



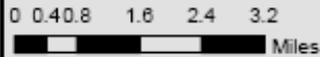


## Regional Bus Access

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 Metrobus and Fairfax Connector Routes

 Metro Rail Stations

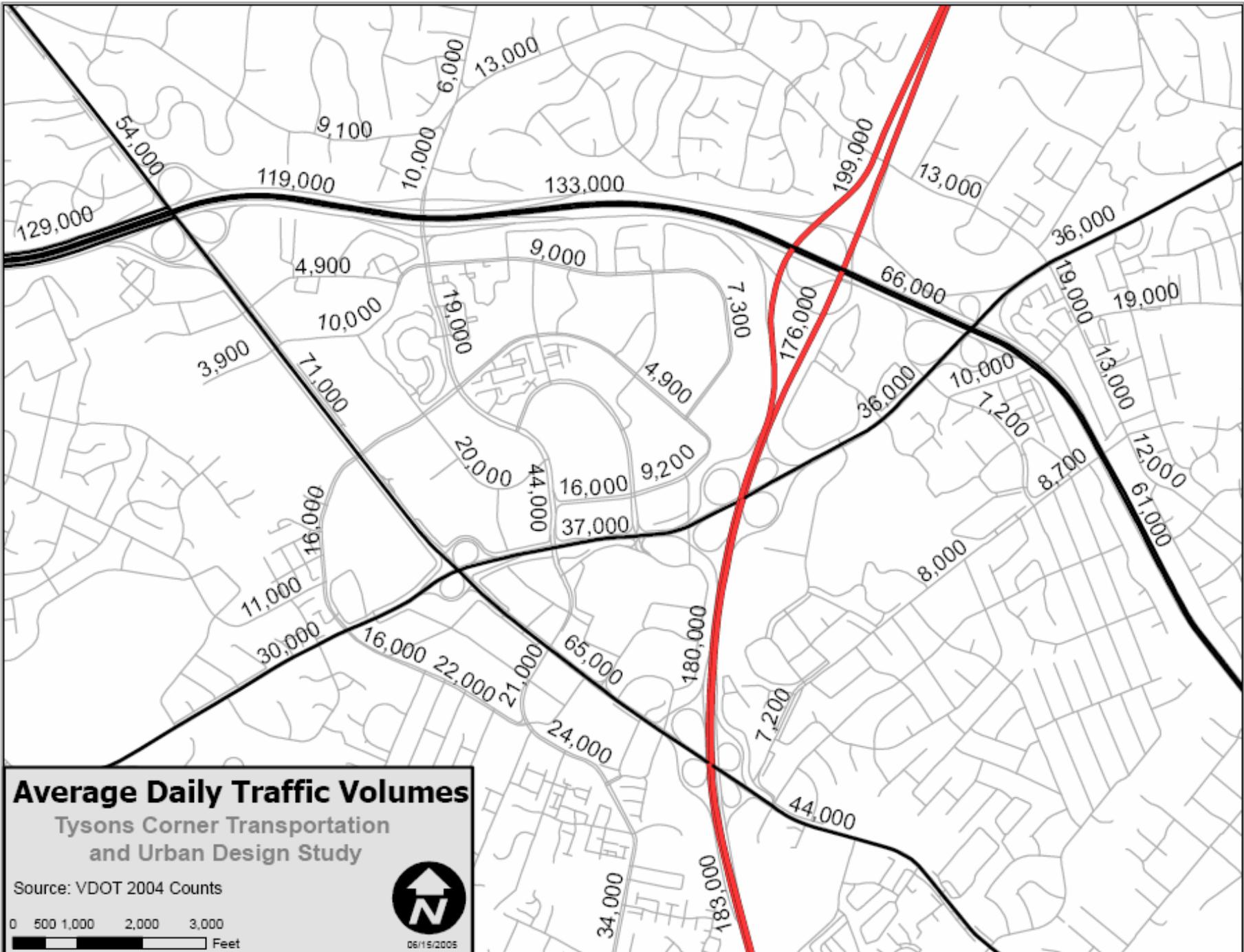


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# Current Transit System Usage

<b>Trends in Bus and Rail Ridership (2000-2004)</b>			
<b>Mode</b>	<b>FY 2000</b>	<b>FY 2004</b>	<b>Percent Change (FY2000 – FY 2004)</b>
<b>Fairfax Connector</b>	<b>2,700</b>	<b>4,400</b>	<b>63.0%</b>
<b>Metrobus</b>	<b>N/A</b>	<b>14,200</b>	<b>N/A</b>
<b>Metrorail (1)</b>	<b>21,400</b>	<b>26,400</b>	<b>23.4%</b>

Note(1) – Vienna, Dunn Loring and West Falls Church stations only



# Average Daily Traffic Volumes

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Source: VDOT 2004 Counts



06/15/2005

# Historical Traffic in Tysons Area (1990-2004)

(Virginia DOT Annual Traffic Count Data)

Road	Location	1990	1995	2000	2004
Rt. 267	W. Of Rt. 7	73,000	90,000	122,000	129,000
I-495	N. of Rt. 267	142,000	198,000	197,000	199,000
	S. Of Rt. 7	160,000	200,000	180,000	183,000
Rt. 7	W. Of Rt. 267	53,000	53,000	47,000	54,000
	E. Of I-495	44,000	32,000	23,000	44,000
Rt. 123	S. Of Rt. 7	29,000	59,000	31,000	30,000
	N. Of Rt. 267	37,000	44,000	53,000	36,000

**4-5% Annual Growth**

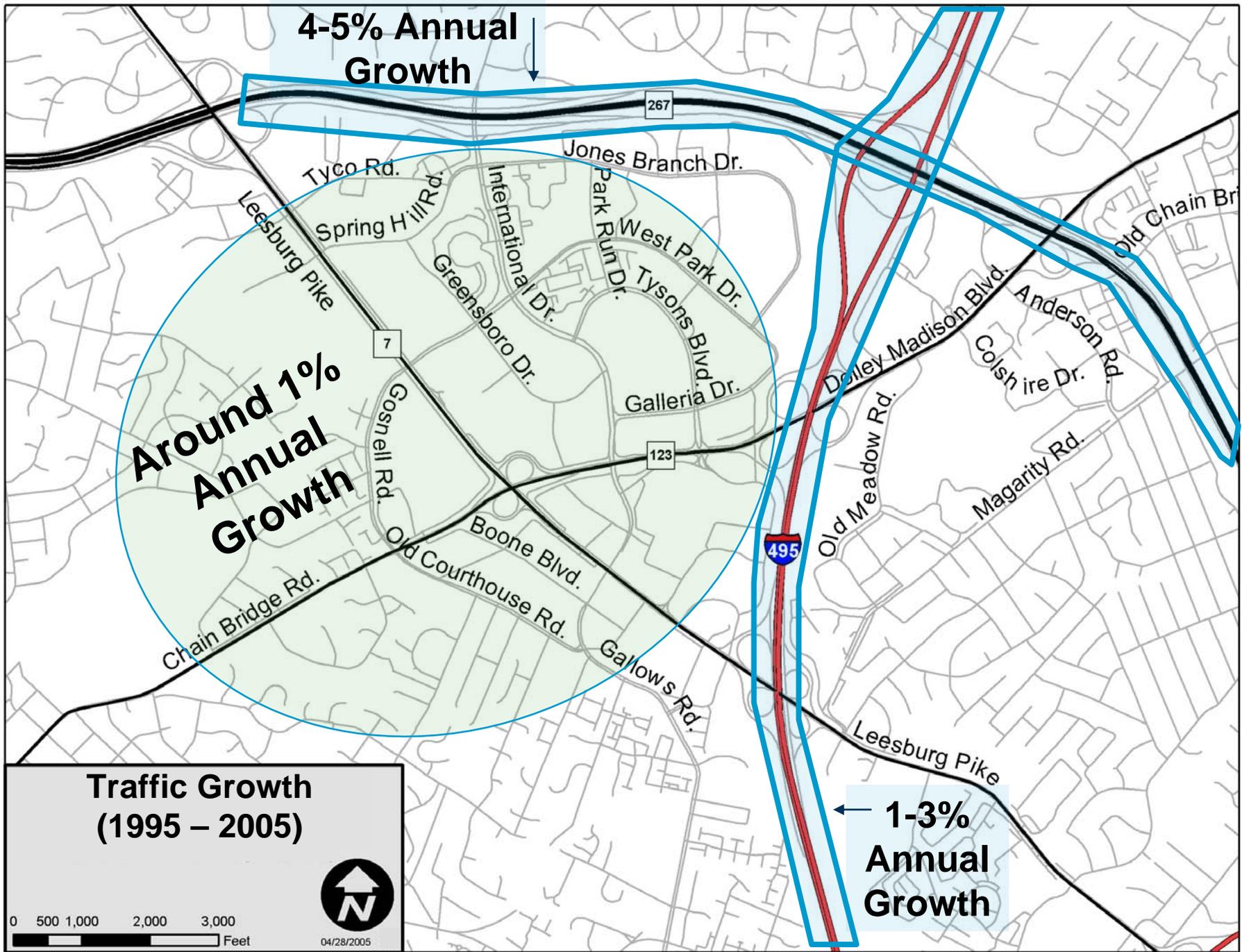
**Around 1% Annual Growth**

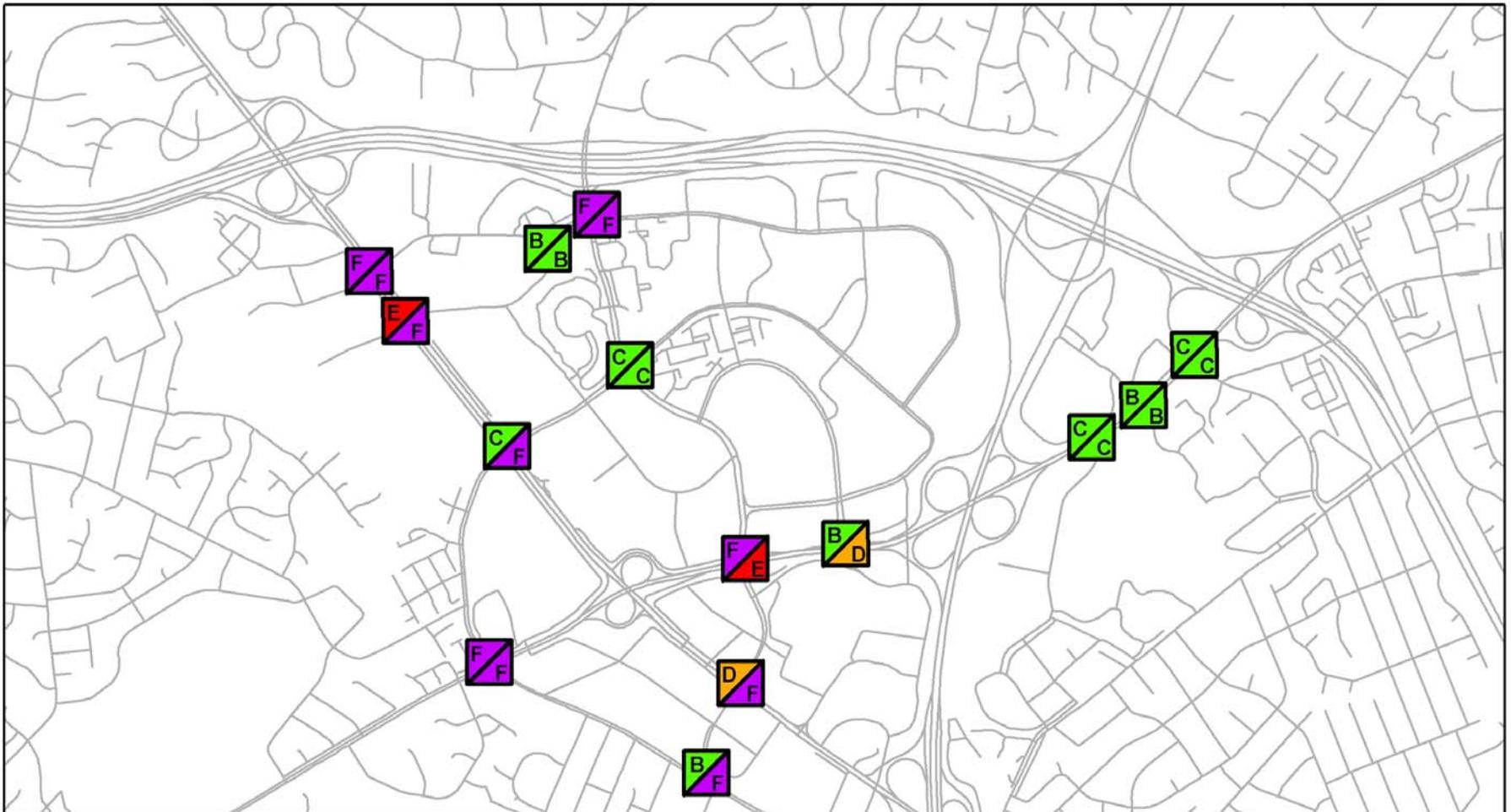
**1-3% Annual Growth**

**Traffic Growth  
(1995 – 2005)**



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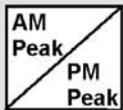




# Intersection Level of Service

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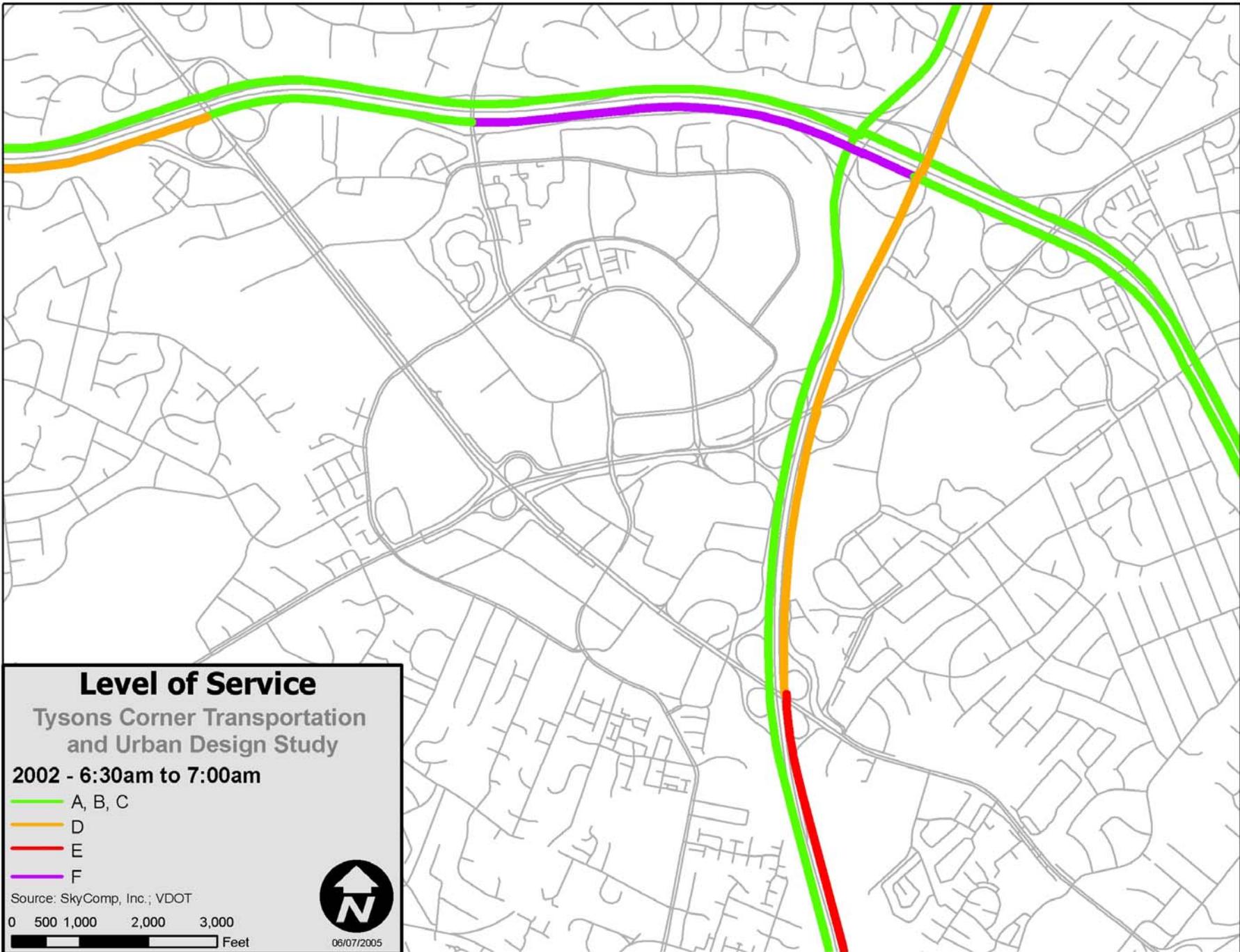
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- - D
- - E
- - F

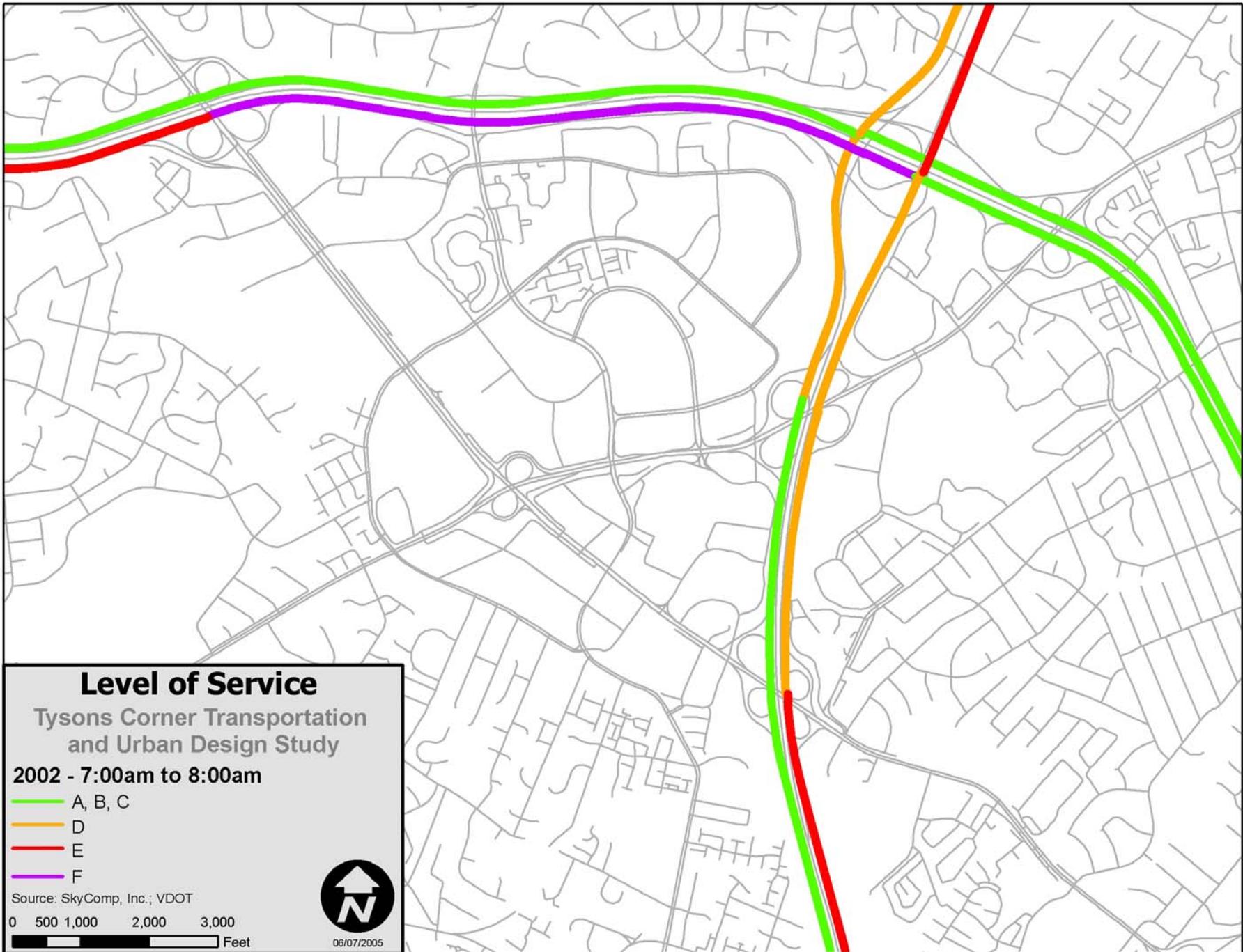


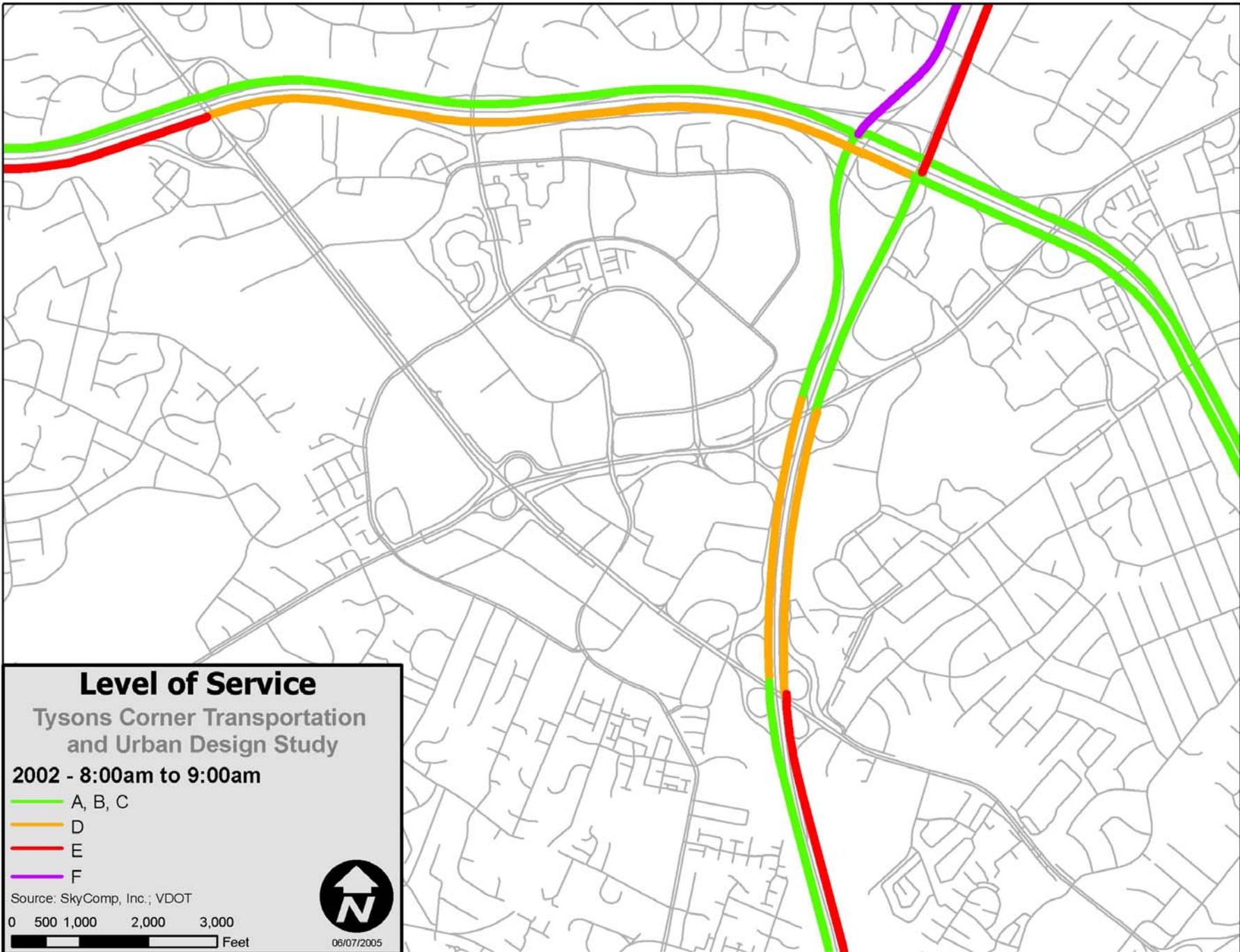
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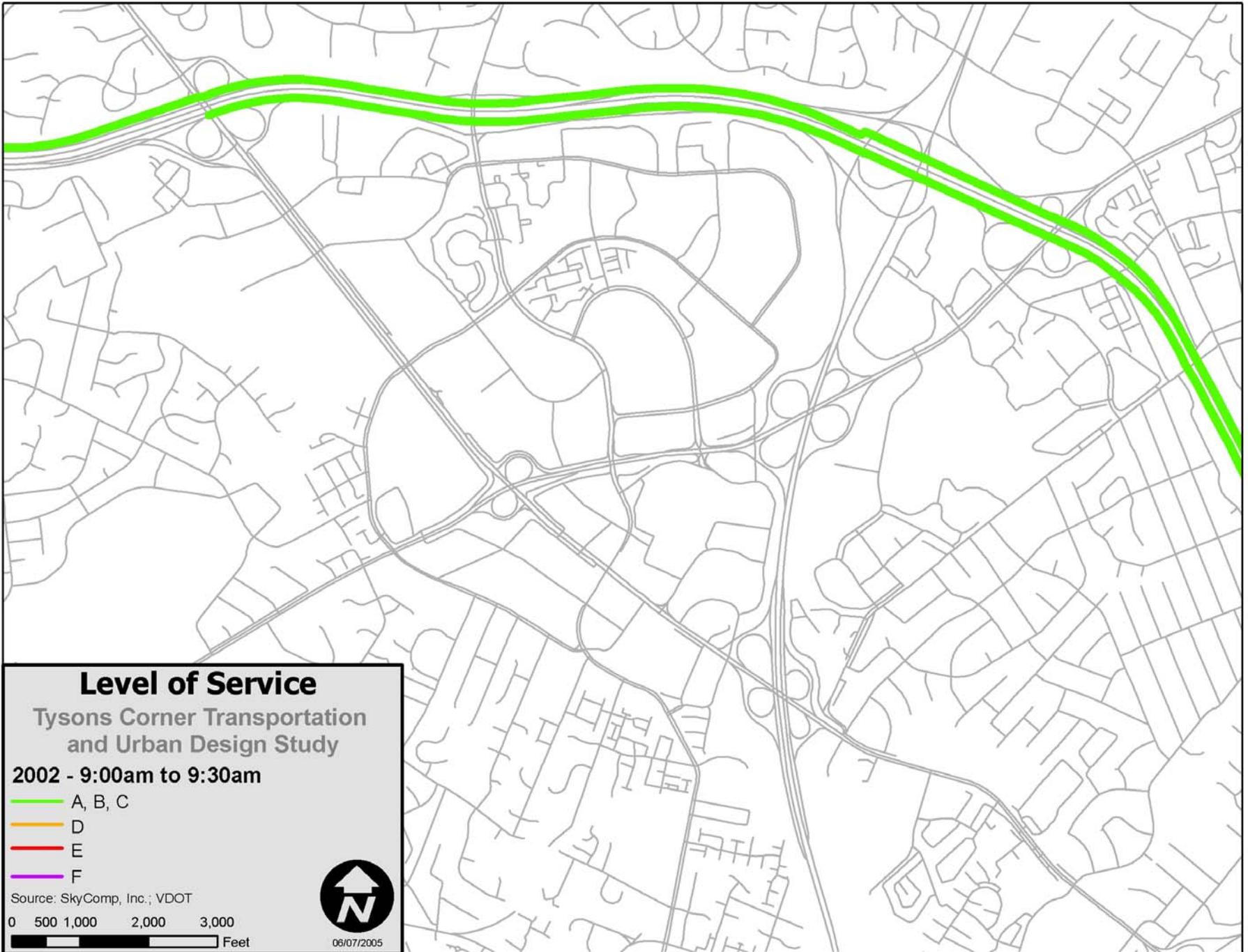
# Peak Period Freeway Level of Service

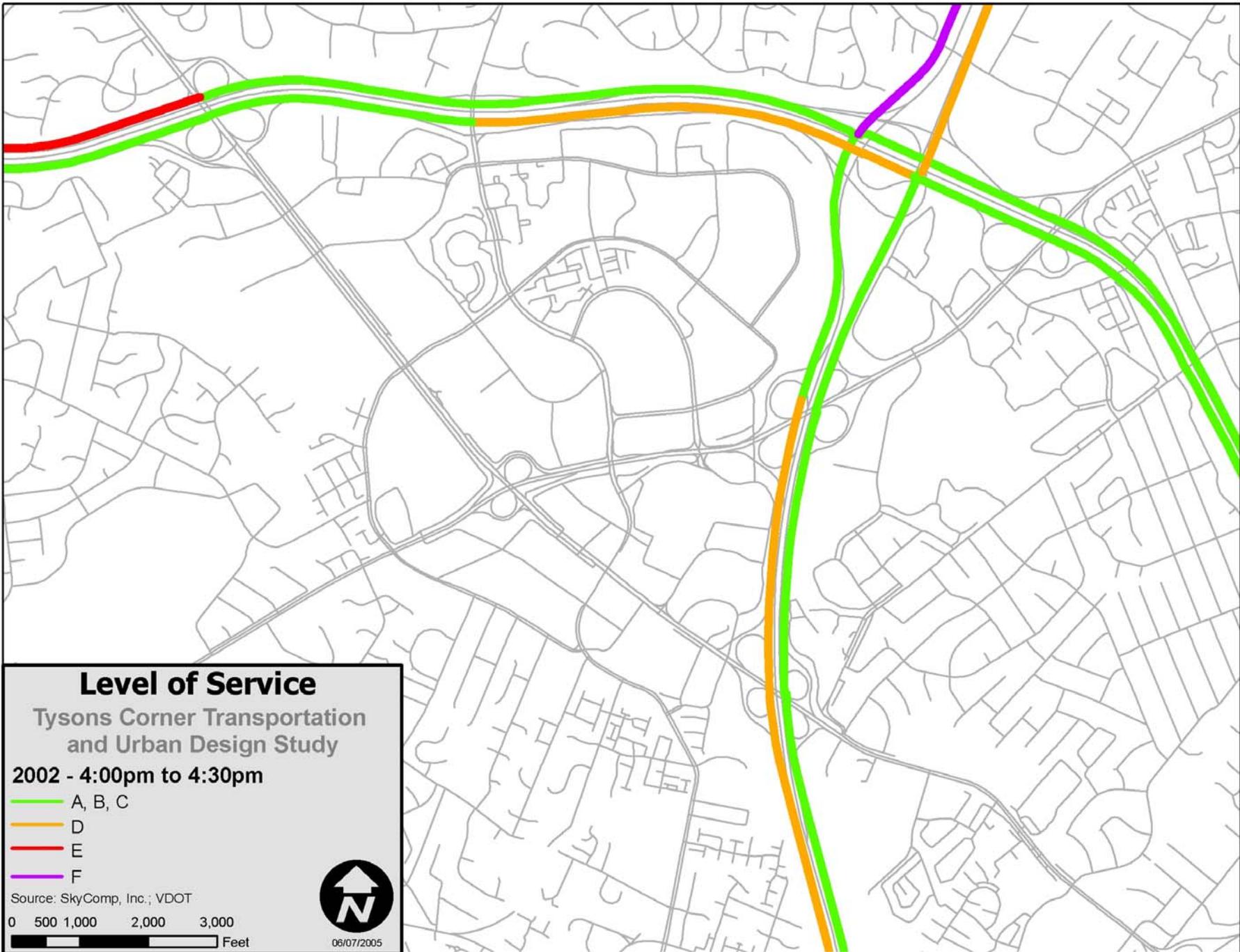
- Data obtained from MWCOG freeway aerial surveillance program (Skycomp)
- Most recent data is for year 2002
- Average of three days of data for each corridor for the same time periods.
- LOS based upon traffic density (vehicles per lane-mile)

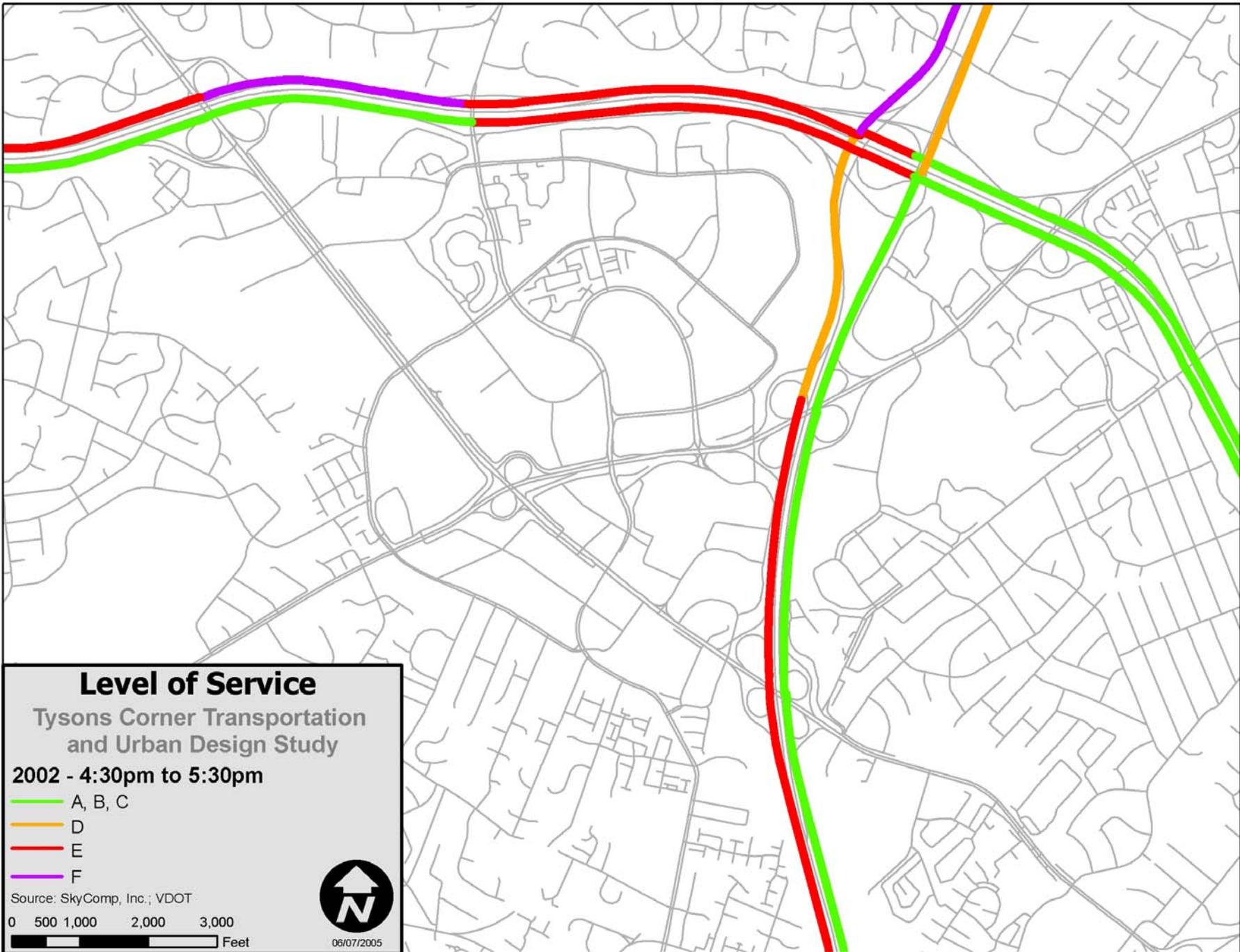


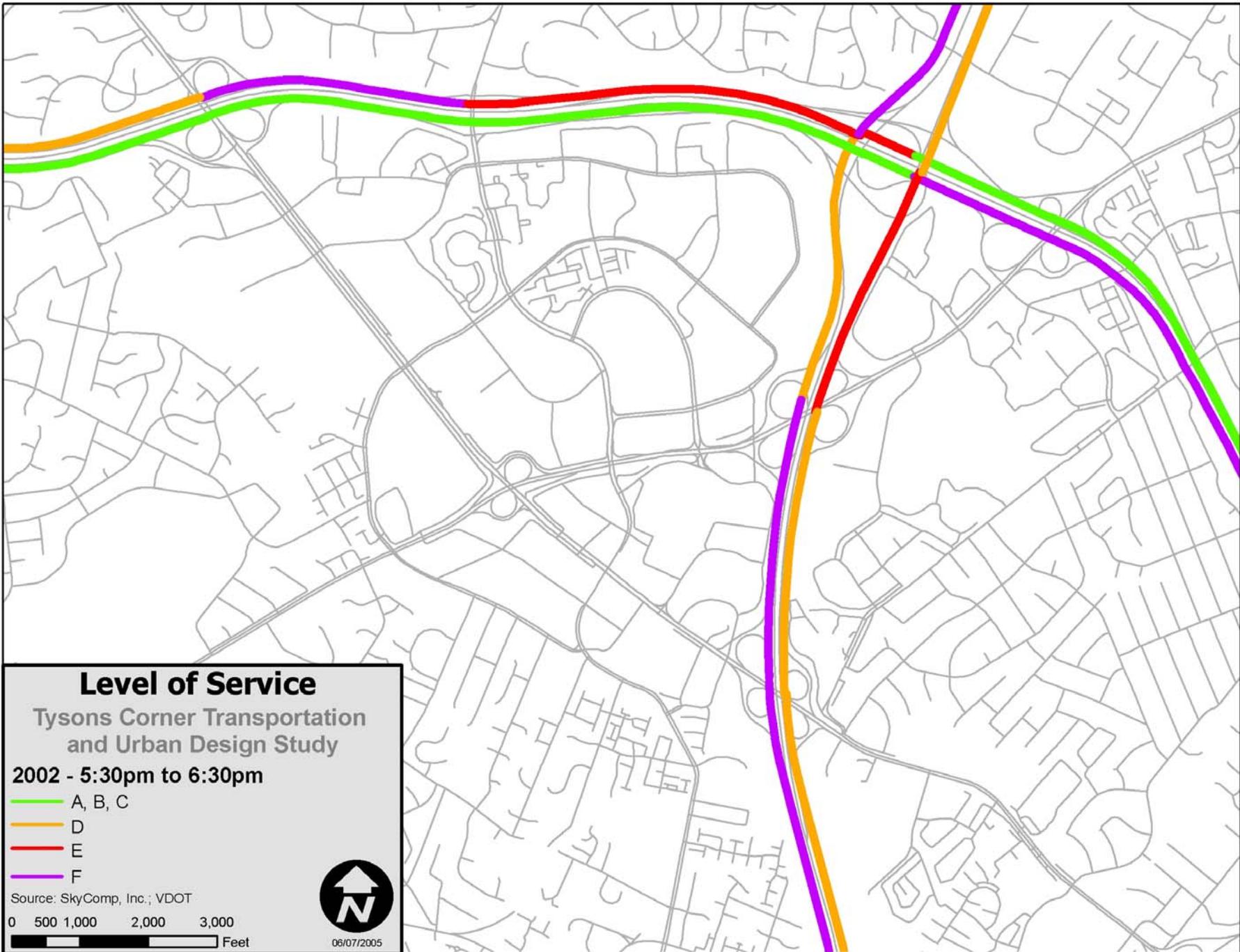


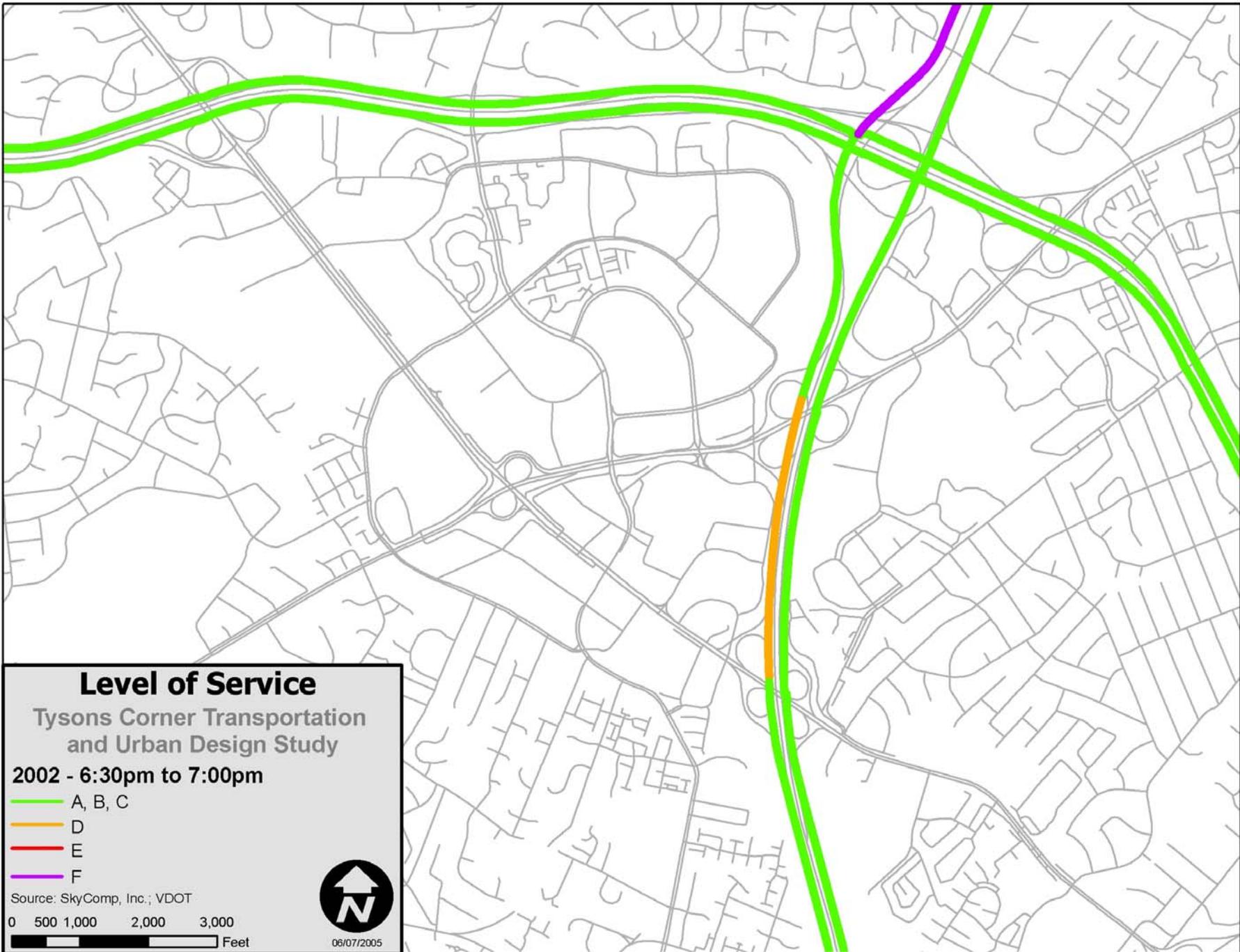


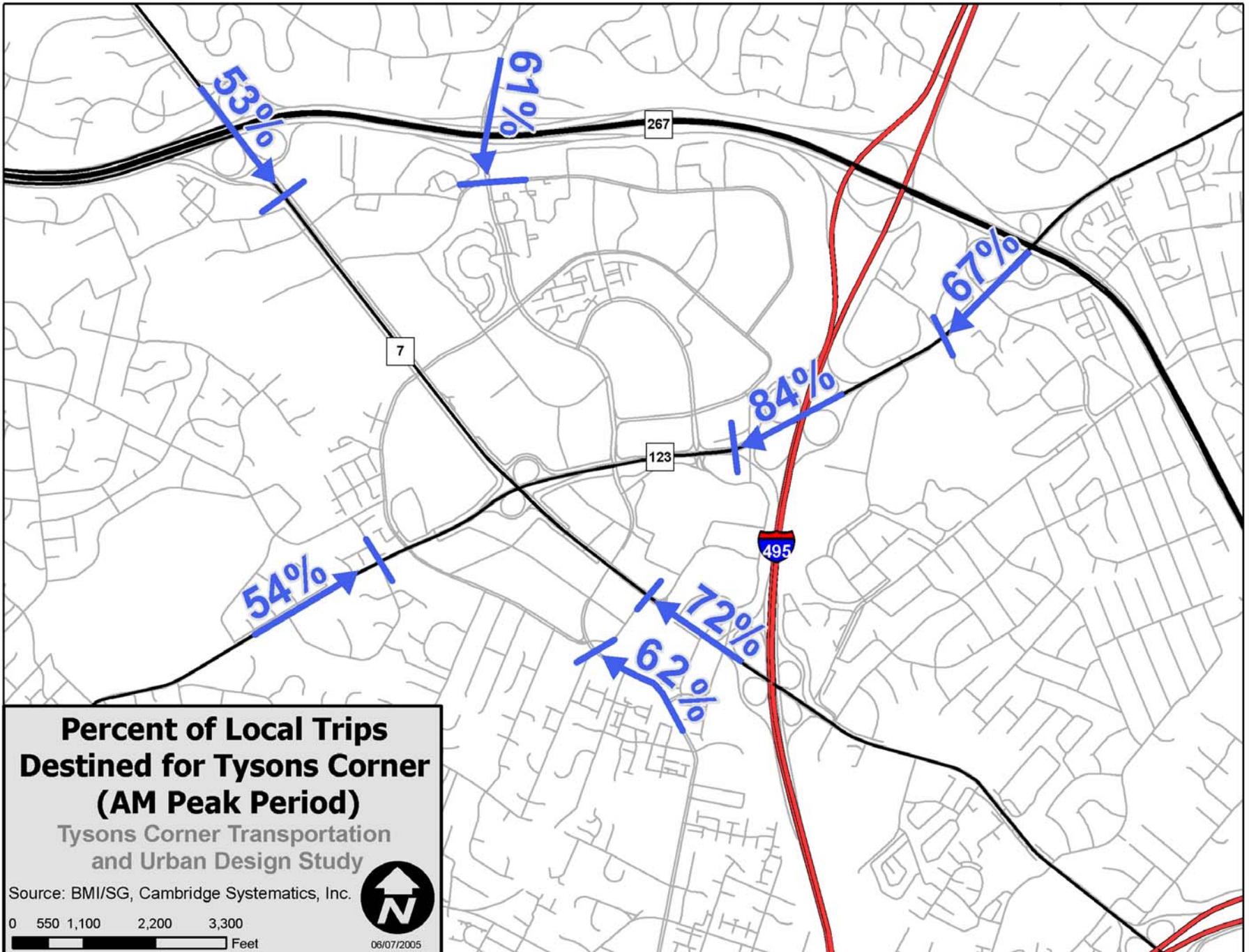












# Questions and Comments