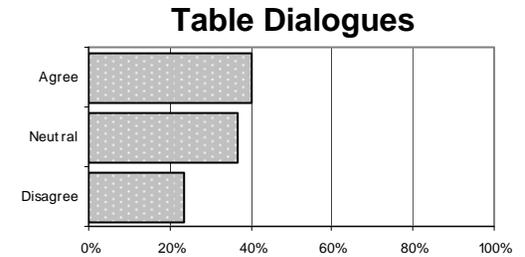
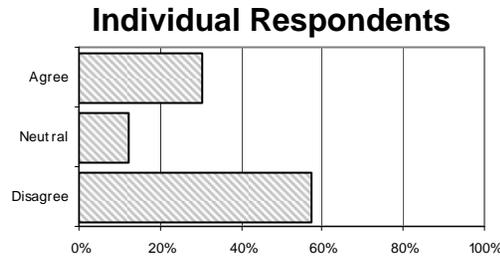


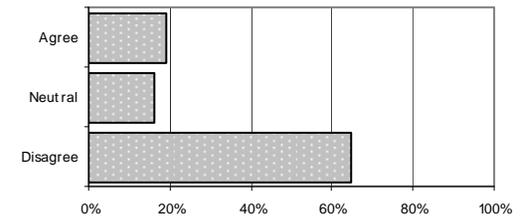
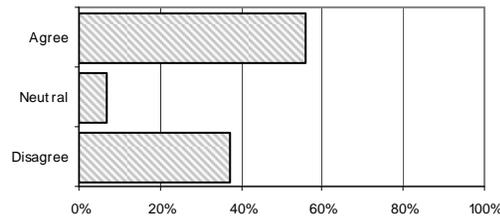
Tysons Summer Public Outreach Questionnaire  
 Comparison of Individual Respondents & Workshop (Table) Dialogues  
 September 10, 2007

**1. How people travel in and out of Tysons**

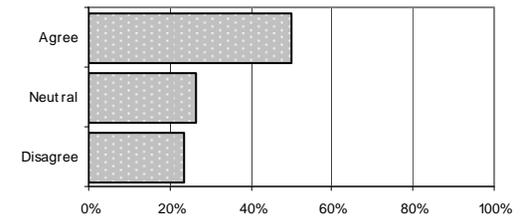
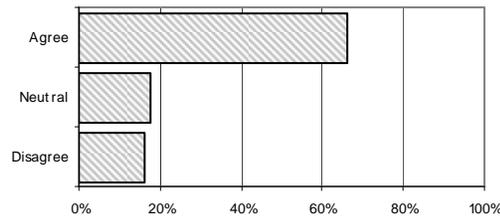
a. To discourage single-occupancy vehicles in Tysons, transportation demand strategies should **limit the amount of available parking** and increase the cost of parking.



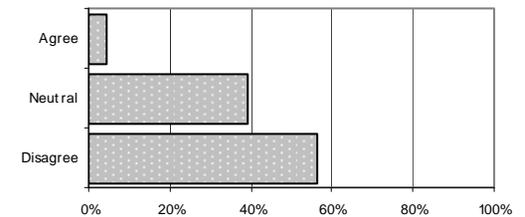
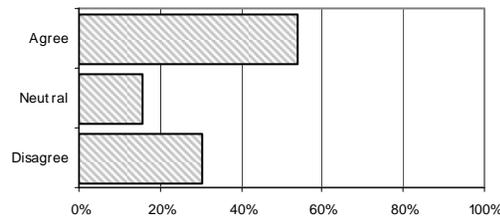
b. Routes 7 and 123 should be designed as **pedestrian-friendly, urban boulevards** like those found in DC, Bethesda, and Arlington even if this will increase travel times for automobiles on Routes 7 and 123.



c. The majority of public and private funds for transportation should be invested in **improvements to transit**, such as rail and buses.

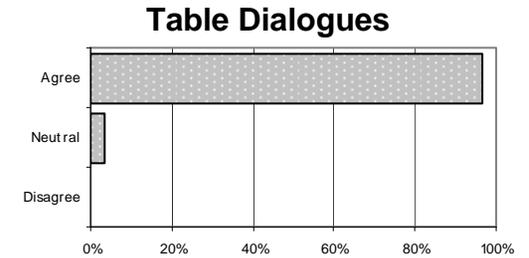
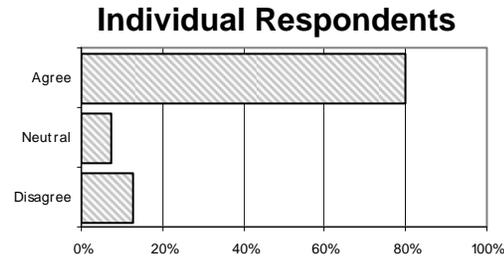


d. It is more important to **focus on how people move in to and out of Tysons** than to provide more housing for people to live in Tysons.

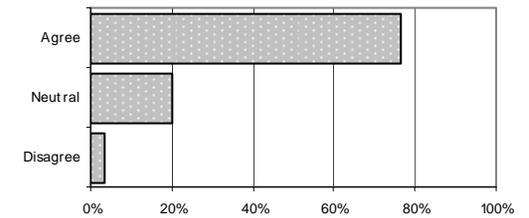
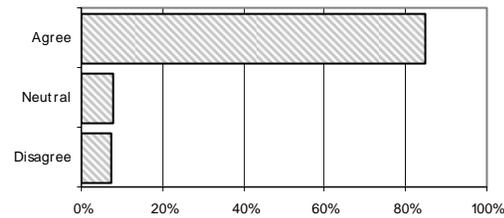


## 2. How people travel within Tysons

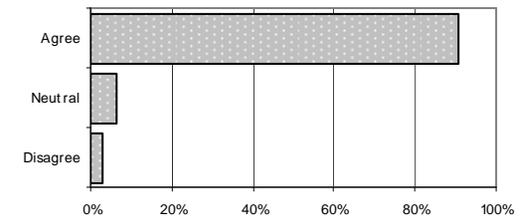
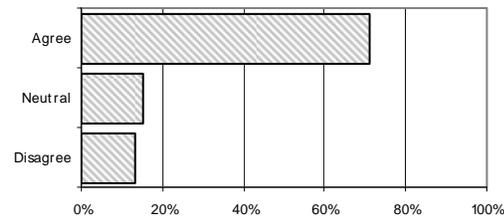
a. **Growth in Tysons should be focused near transit stations** even if this will require taller buildings being built within walking distance of transit.



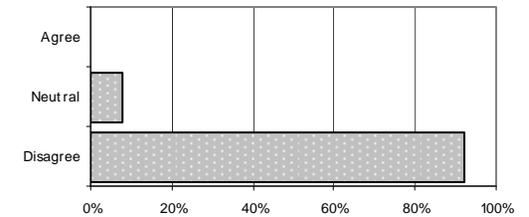
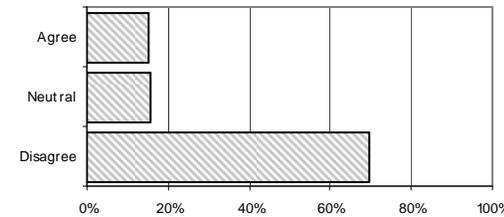
b. I support **improving pedestrian and bicycle connectivity** from/to the station areas and the neighborhoods in Tysons, in addition to between the station areas.



c. I support creating a **functional grid of streets** throughout Tysons even if this may require purchasing private property for new public rights of way and significant public and private investment.

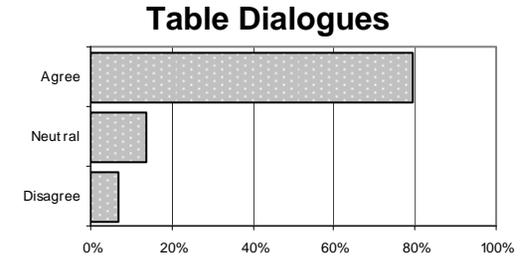
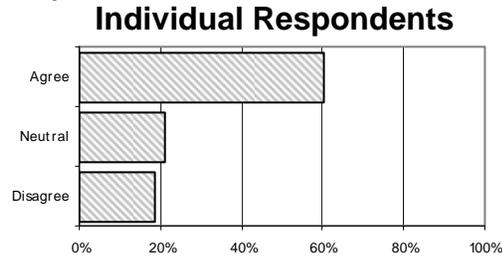


d. The 4 new Metrorail stations will provide enough access to transit to serve Tysons' needs – **no additional transit** is needed to get around within Tysons.



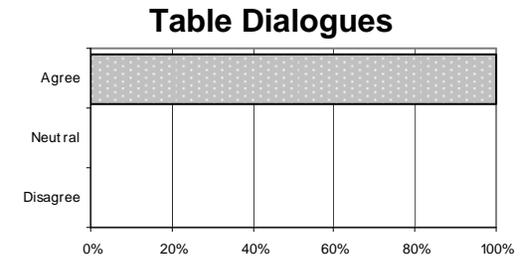
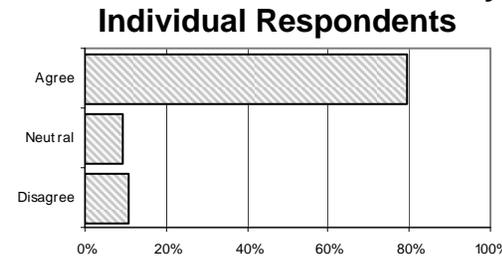
## 2. How people travel within Tysons (Continued)

e. A **public transit circulator within Tysons with a band of concentrated growth** adjacent to it is a good idea even if it means some higher density jobs and housing will be located outside the station areas.

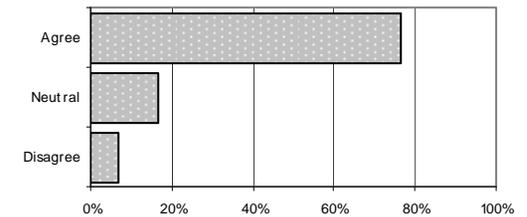
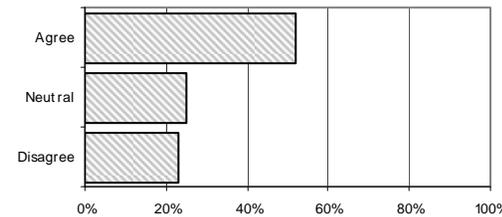


## 3. Creating Active Places - neighborhoods and centers that attract a variety of users

a. I support adding **parks and open space** throughout Tysons even if this may require development to be concentrated on smaller sites, resulting in taller buildings.

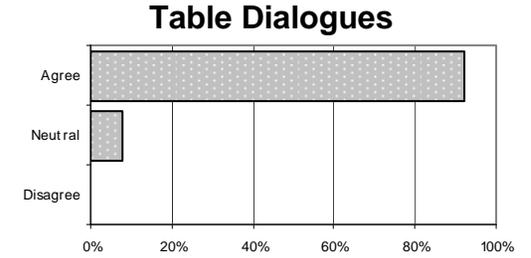
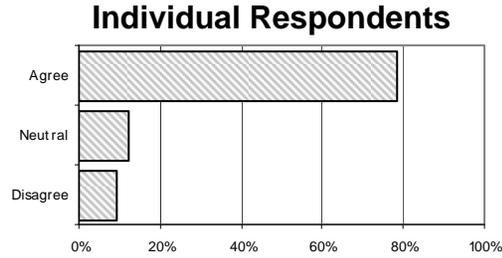


b. I support more **public art, performance spaces, educational facilities, and meeting centers** in Tysons. This will require significant public and private investment.

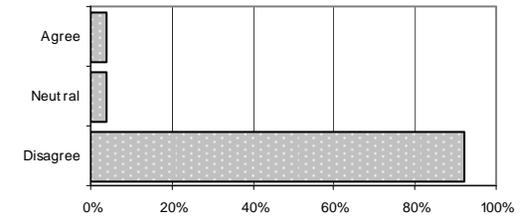
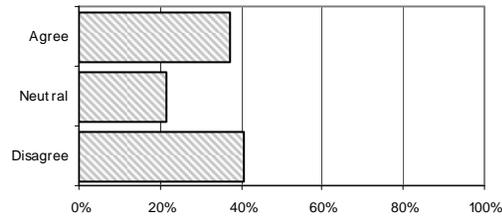


### 3. Creating Active Places - neighborhoods and centers that attract a variety of users (Continued)

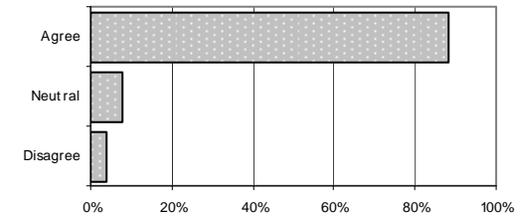
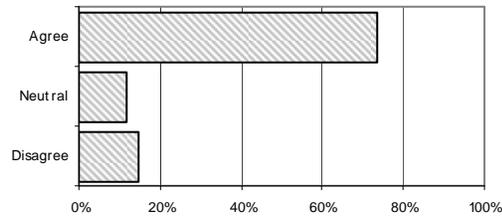
c. Tysons should include a **mix of housing**, enabling more people to live near their jobs and not have to drive to work.



d. **Growth should be distributed evenly** between areas within walking distance of transit stations and areas that are farther away from transit stations.

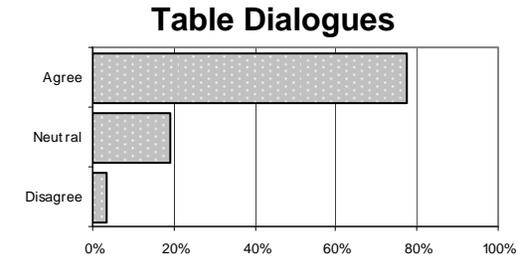
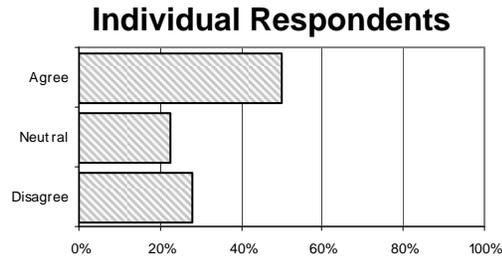


e. **Areas within walking distance of transit stations** should accommodate the vast majority of the growth anticipated in Tysons.

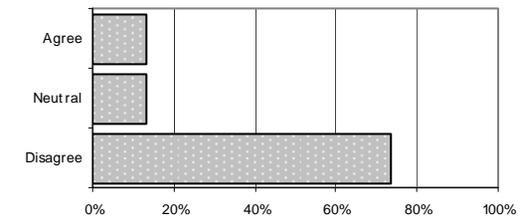
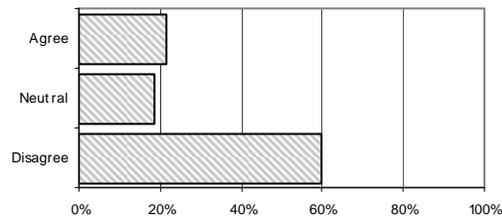


#### 4. Being a Good Neighbor - How the impacts of growth within Tysons affect surrounding communities

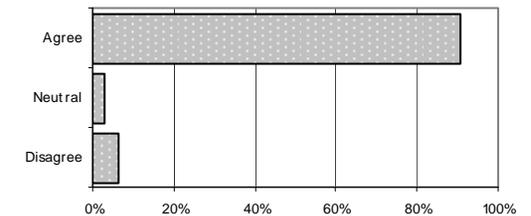
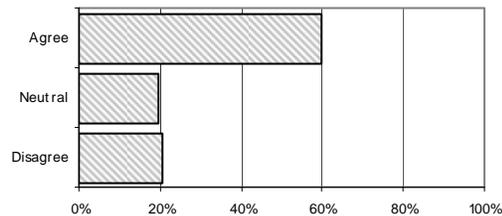
a. **High rise buildings** in Tysons should not block significant views from or be located adjacent to neighborhoods at the edge of Tysons.



b. **Connectivity** between the neighborhoods surrounding Tysons and neighborhoods and activity centers in Tysons **should be limited**. This would protect residents outside of Tysons from the impacts of growth even if it would also make it more difficult for these residents to access Tysons' amenities and jobs.

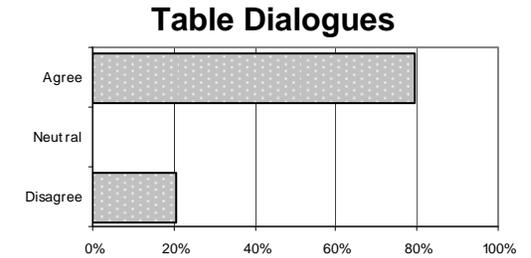
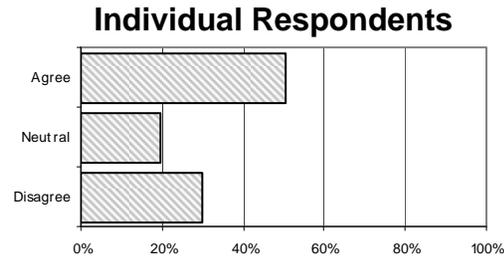


c. **Mixed-use centers** should be dispersed throughout the neighborhoods in Tysons to serve the daily needs of local residents even if this means that some employment and retail will be incorporated into residential neighborhoods.

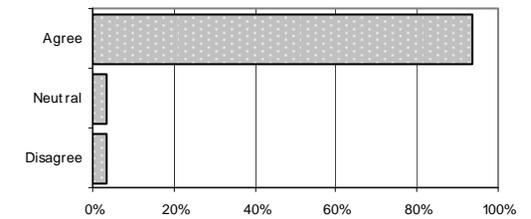
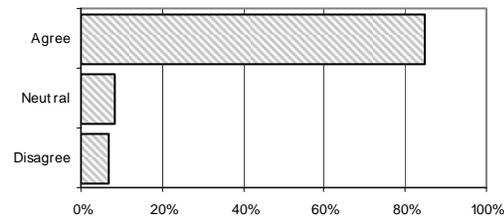


## 5. How growth in Tysons will generate demand for public facilities and services.

a. The **public sector should pay** for new police, fire and rescue stations, schools, libraries, and water and sewer facilities to accommodate growth at Tysons.



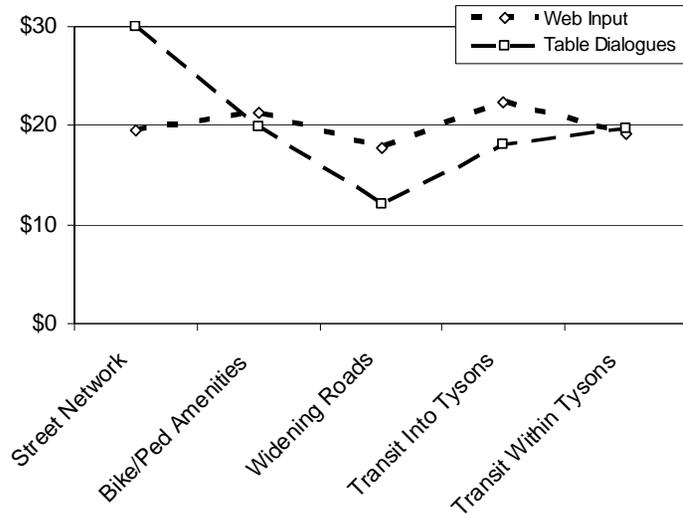
b. I believe that we should **require developers to contribute** toward the cost of public facilities to serve new growth.



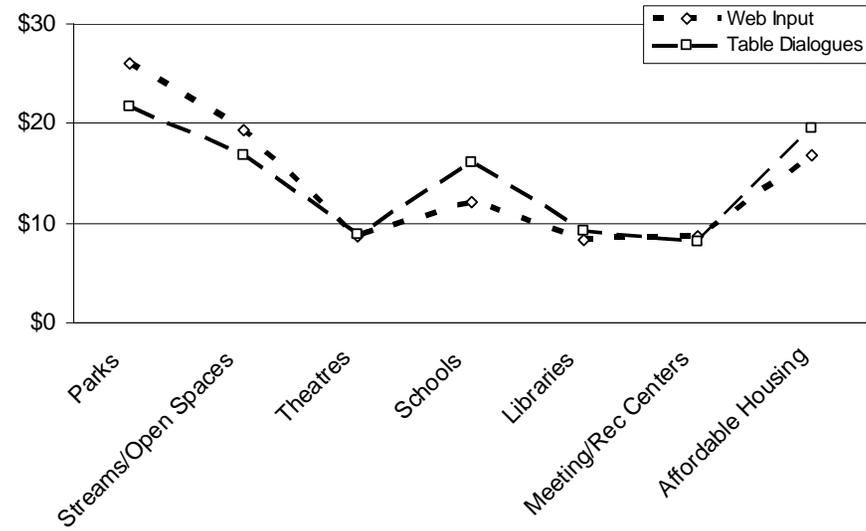
**If you had a hypothetical \$100 to spend in Tysons Corner, how would you allocate it?**

**Averages**

**Transportation Needs**

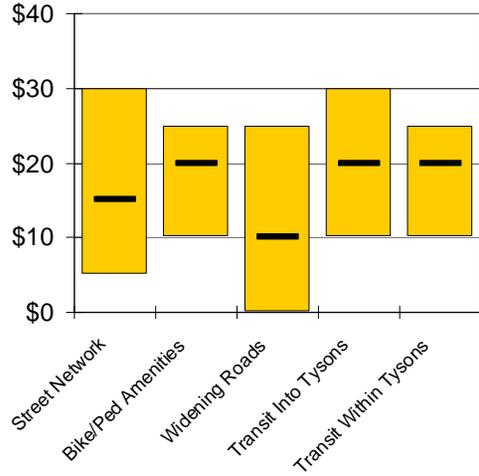


**Community Needs**



**Quartiles** (Black bar is the median. Vertical range represents the middle 50% of responses)

**Individual Respondents**



**Table Dialogues**

