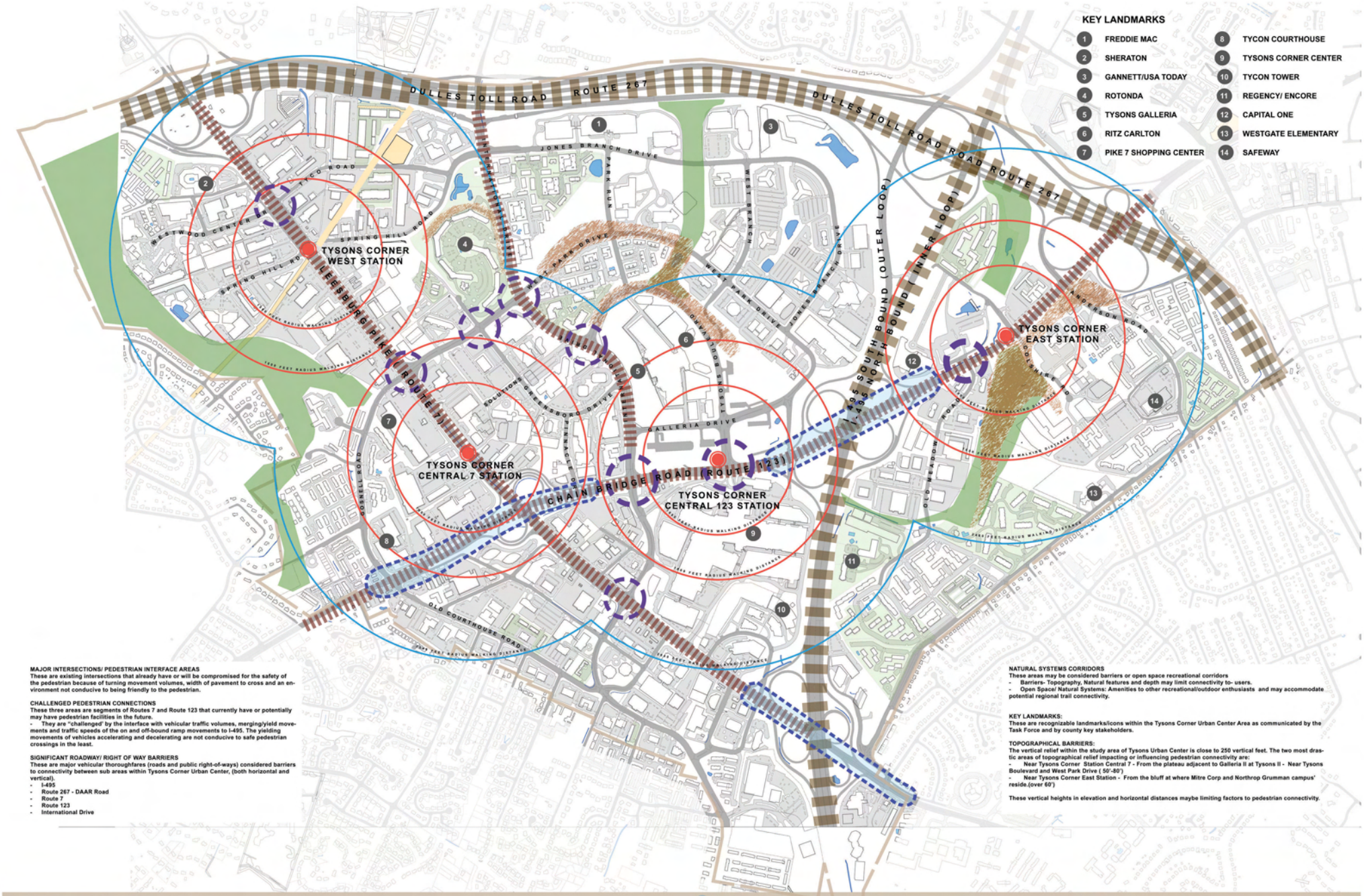


**MAJOR INTERSECTIONS/ PEDESTRIAN INTERFACE AREAS**
These are existing intersections that already have or will be compromised for the safety of the pedestrian because of turning movement volumes, width of pavement to cross and an environment not conducive to being friendly to the pedestrian.

**CHALLENGED PEDESTRIAN CONNECTIONS**
These three areas are segments of Routes 7 and Route 123 that currently have or potentially may have pedestrian facilities in the future.
- They are "challenged' by the interface with vehicular traffic volumes, merging/yield movements and traffic speeds of the on and off-bound ramp movements to I-495. The yielding movements of vehicles accelerating and decelerating are not conducive to safe pedestrian crossings in the least.

**SIGNIFICANT ROADWAY/ RIGHT OF WAY BARRIERS**
These are major vehicular thoroughfares (roads and public right-of-ways) considered barriers to connectivity between sub areas within Tysons Corner Urban Center, (both horizontal and vertical).
- I-495
- Route 267 - DAAR Road
- Route 7
- Route 123
- International Drive

**NATURAL SYSTEMS CORRIDORS**
These areas may be considered barriers or open space recreational corridors
- Barriers- Topography, Natural features and depth may limit connectivity to- users.
- Open Space/ Natural Systems: Amenities to other recreational/outdoor enthusiasts and may accommodate potential regional trail connectivity.

**KEY LANDMARKS:**
These are recognizable landmarks/icons within the Tysons Corner Urban Center Area as communicated by the Task Force and by county key stakeholders.

**TOPOGRAPHICAL BARRIERS:**
The vertical relief within the study area of Tysons Urban Center is close to 250 vertical feet. The two most drastic areas of topographical relief impacting or influencing pedestrian connectivity are:
- Near Tysons Corner Station Central 7 - From the plateau adjacent to Galleria II at Tysons II - Near Tysons Boulevard and West Park Drive ( 50'-80')
- Near Tysons Corner East Station - From the bluff at where Mitre Corp and Northrop Grumman campus' reside.(over 60')

These vertical heights in elevation and horizontal distances maybe limiting factors to pedestrian connectivity.

*Initial Analysis Plan*

**TYSONS CORNER TRANSPORTATION AND URBAN DESIGN STUDY**

CAMBRIDGE SYSTEMATICS HNTB Placemaking

WALKING DISTANCE FROM PLATFORM
METRO ENTRANCE
MAJOR INTERSECTIONS/ PEDESTRIAN INTERFACE AREAS
PROJECT BOUNDARY
SIGNIFICANT ROADWAY/ RIGHT OF WAY BARRIERS: MAJOR CORRIDORS ( INTERSTATE AND ATERIALS)
SIGNIFICANT ROADWAY/ RIGHT OF WAY BARRIERS: MINOR CORRIDORS ( MAJOR COLLECTOR ROADS)
CHALLENGED "PEDESTRIAN CONNECTIONS"
NATURAL SYSTEMS CORRIDORS
TOPOGRAPHICAL BARRIERS

0 150 300 600

03.15.2007