

DRAFT RESOLUTION
MCLEAN CITIZENS ASSOCIATION
Additional Traffic Analysis for the Replanning of Tysons
February 6, 2008

Whereas, the Fairfax County Board of Supervisors has established the Tysons Land Use Task Force (TLUTF) to recommend revisions to the Fairfax County Comprehensive Plan for Tysons Corner to plan for the extension of Metrorail in the Dulles Corridor with four stations in Tysons Corner; and,

Whereas, the Board of Supervisors has specified in the Task Force mission statement that an element of the scope of the TLUTF considerations is to ensure that transportation impacts are addressed as part of the planning effort; and,

Whereas, the TLUTF has recently affirmed their support of this requirement by citing the need to protect the surrounding communities in its Areas of Consensus document approved at its January 14, 2008 meeting; and,

Whereas, there are a number of well-established commuter routes through McLean that are used by Tysons Corner workers and vehicles who would otherwise drive through Tysons, and,

Whereas, the McLean community abuts Tysons Corner and is considerably affected by the existing traffic congestion generated by Tysons Corner at its current level of development density and status of transportation infrastructure; and,

Whereas, the two land use prototypes being modeled for the Tysons urban center represent an increase in maximum density of 113 to 183% over the existing development of 45 million square feet, and the traffic generated from such future development will have a substantial impact on the local road network; and,

Whereas, the TLUTF cannot adequately and judiciously plan for the future of the Tysons urban center without a complete understanding of the traffic volumes and flows, including on roads, streets, and intersections in McLean, that will result from its land use recommendations; and,

Whereas, Fairfax County's Transportation Policy Plan, Objective 11, Policy a, requires all new development to mitigate adverse impacts upon the transportation system and, Land Use Objective 12, Policy f, requires development intensity be limited to levels that can reasonably be accommodated by planned transportation systems; and,

Whereas, Virginia Department of Transportation (VDOT) Regulation VAC 30-155-60 requires localities to submit a Traffic Impact Statement (TIS) that assesses the impact of a proposed development on the transportation system and recommends improvements to lessen or negate those impacts, and the scope of the TIS is dependent upon the scale and potential impact of the specific development proposal being addressed by the TIS as determined by VDOT in its sole discretion; and,

Whereas, a complete analysis of the projected traffic volumes and distribution will allow the citizens of McLean to understand the impact on the McLean community and permit them to assess the recommended Comprehensive Plan changes, provide cogent public comment to the Planning Commission and Board of Supervisors, and identify the need for mitigation should the traffic impacts be deemed detrimental to the community;

Therefore, be it resolved that McLean Citizens Association requests the roads and intersections listed in the attachment to this resolution be included in the transportation analysis being conducted against the two land use prototypes and the base case for the TLUTF planning process, so that effects on traffic in McLean, Dranesville District, can be assessed and mitigated accordingly before the selection of the preferred Tysons land use alternative, and

Therefore, be it further resolved that the McLean Citizens Association respectfully requests that VDOT define the scope of the required Traffic Impact Study submission to include the roads and intersections listed in the attachment to this resolution.

cc: Honorable Pierce R. Homer, Secretary of Transportation
John Foust, Dranesville District Supervisor
Jay Donahue, Dranesville District Planning Commissioner
Sterling Wheeler, Fairfax County DPZ
Leonard Wolfenstein, Fairfax County Department of Transportation
Linda Hollis, Fairfax County DPZ
Clark Tyler, Chair, Tysons Land Use Task Force
Tysons Land Use Task Force
Fairfax County Planning Commission
Fairfax County Board of Supervisors
David S. Ekern, Commonwealth Transportation Commissioner
Cina Dabestani, VDOT Planning

Roads and Intersections in McLean Area, Dranesville District, to Include in the Transportation Analysis Conducted by the Tysons Land Use Task Force

ROADWAYS

1. Route 7 west from Tysons Corner to Towlston Road
2. Route 7 east of Tysons Corner to Pimmit Drive
3. Route 123 (Dolley Madison Boulevard) to Old Dominion
4. Lewinsville Road from Rt. 7 to Rt. 123
5. Spring Hill Road between the Dulles Toll Road and Georgetown Pike
6. Swinks Mill Road* from Lewinsville Road to Georgetown Pike
7. Balls Hill Road* from Lewinsville Road to Georgetown Pike
8. Georgetown Pike between Swinks Mill Road and Balls Hill Road
9. Great Falls Street between Dolley Madison Boulevard and Kirby Road
10. Chain Bridge Road between Anderson Road and Dolley Madison Boulevard
11. Magarity Road

*These roads are currently used as cut-through routes by Tysons Corner traffic going to and from Maryland to reach the Beltway at Georgetown Pike. These routes are often used in the afternoon to by-pass several miles of back-up northbound on the Beltway between Tysons Corner and the American Legion Bridge.

Routes:

- Spring Hill Rd – Lewinsville Rd – Swinks Mill Rd – Georgetown Pike
- Route 123 (Dolley Madison Blvd) – Lewinsville Rd – Balls Hill Rd – Georgetown Pike

INTERSECTIONS

1. Route 123 (Dolley Madison Boulevard)/Lewinsville Road/Great Falls Street
2. Route 123 (Dolley Madison Boulevard)/Old Dominion Drive
3. Lewinsville Road/Route 7
4. Lewinsville Road/Spring Hill Road
5. Lewinsville Road/Swinks Mill Road
6. Lewinsville Road/Balls Hill Road
7. Great Falls Street/Chain Bridge Road
8. Great Falls Street/Magarity Road
9. Magarity Road/Route 7
10. Georgetown Pike/Swinks Mill Road
11. Georgetown Pike/Balls Hill Road