



Meeting Summary

March 26, 2007 7:00 PM

Fairfax Chamber of Commerce, 8230 Old Courthouse Road

- I. Call to Order: The Task Force approved the February 27, 2007 meeting summary as submitted.
- II. Discussion of Public Workshops: Clark Tyler thanked The Perspectives Group and PB PlaceMaking for their help in the success of the six public workshops and Report Back session March 19-22, 2007. Kohann Whitney thanked Fairfax County staff, as well as Clark who introduced all the workshops and handled the questions and answers at the Report Back session. Keith Turner moved that the Task Force thank Capital One for the use of their facilities.
- III. Report from TDM/Transportation Subcommittee: Keith Turner referred Task Force members to the Subcommittee's report, submitted at the November 13, 2006 meeting. He expects that during the rest of the Transportation/Urban Design Study the Subcommittee will focus on four tasks:
 - Working with Cambridge Systematics and PB PlaceMaking to help the public understand the data and assumptions used in the transportation models
 - Working with VDOT to apply urban street standards at Tysons
 - Working with Fairfax County DOT staff on the transportation network to be tested
 - Once the preferred alternative is identified, helping to develop a transportation strategy that will form the basis of policy recommendations for the Comprehensive Plan
- IV. [Report from Livability/Walkability Subcommittee](#): Jo Hodgkin summarized the report presented to the Consultant Liaison Subcommittee on March 7, 2007. It synthesizes information from four sources: best practices, community feedback, existing documents, and members' expertise. The report is divided into three sections: Physical Amenities, Programmatic Amenities, and Transportation and Safety Issues. The Subcommittee's conclusions are that amenities are more than add-ons, they are essential, and they would like to see them included in Phase I of plans, not in Phases III or IV.
- V. [Presentation by Cambridge Systematics](#): Don Vary gave a PowerPoint presentation discussing the forthcoming transportation analysis. This began by summarizing the current challenges at Tysons, which include the following:

- Weekday traffic peaks are spreading out
- Weekend traffic is spread across the afternoon and into the evening
- Problems are generated by both local and through traffic
- Pedestrian travel is difficult

The transportation analysis will be guided by the principles of reducing the suburban focus on surface parking and moving vehicles through Tysons, and reducing the time, cost and inconvenience of accessing and moving within Tysons. Don Vary explained the four steps in Basic Transportation Analysis (trip generation, trip distribution, mode usage, and assignment to highway or transit networks), and the consulting team's plan for additional transportation analysis. This will include the use of Robert Cervero's TOD model to predict walk, bike and circulator transit trips, and to estimate the impact of Transportation Demand Management (TDM) policies and programs.

The presentation concluded with some illustrations of the potential of Transit-Oriented Development. For example, between 1997 and 2004, the Rosslyn-Ballston Corridor experienced a 17.5% increase in office space, a 21.5% increase in housing units, but only a 2.3% increase in traffic. As of 2000, 47% of the residents of the corridor used transit. Some results of [WMATA's 2005 Ridership Survey](#) at 12 Metro stations in the region were also reported.

The next steps of the transportation analysis will be to help define and test urban center model alternatives, and to help define and test policy alternatives. Don Vary explained that Cambridge Systematics will work with the TDM/Transportation Subcommittee, staff and the consulting team to formulate transportation networks for testing the land use alternatives.

- VI. Status Report on Beltway HOT Lane Project by Fluor and Transurban: Vin Vassallo of Transurban referred to the Final Environmental Impact Statement (FEIS) issued in June 2005. This required that alternatives to a Route 123 connection be considered, including a south ramp at Route 7, a north-south connection to the existing bridge, and a connection to the proposed Jones Branch Bridge. Vince Dolan of Fluor explained that the current schedule is for design to be completed by late 2007 and for construction to begin around March 2008. Roger Boothe of the Virginia Department of Transportation (VDOT) explained that the state is considering a regional Congestion Management Plan. The Task Force requested a briefing by VDOT at its May 21 meeting, including details of the plan together with identified resources to fund it.
- VII. Presentation by Arlington County on Strategies to Encourage Pedestrian and Bicycle Travel: Charlie Denny, Bicycle & Pedestrian Program Manager, explained that in Arlington County, site plans are required to address accessibility. This includes rebuilding sidewalks and providing bicycle parking. Mr. Denny provided a [two-page handout describing the County's bicycle storage requirements](#). He also passed out [Arlington County Bike Maps](#) and Transit Maps.

Most of the sidewalks in the Rosslyn-Ballston corridor have been built by adjacent development. The County has also built crosswalks, curb extensions, and medians that provide “safe havens” for pedestrians. As a result, two-thirds of passengers at Ballston and 90% of passengers at the Rosslyn and Crystal City Metro stations arrive on foot, many walking up to a mile.

Arlington has worked with VDOT to reduce road width by eliminating free right turns at the intersection of Fairfax Drive and Glebe Road. They have added a raised pedestrian crosswalk in a right-hand turn lane on Glebe Road. The County has eliminated right and left turn lanes at other intersections, and has added bike lanes on Glebe Road and Wilson Boulevard. In the Columbia Pike corridor, bike lanes are provided on parallel streets.

Working with the Ballston-Virginia Square Partnership, the County will be providing covered, sheltered parking for more than 100 bikes. They are also encouraging walking by providing public art. Arlington County’s standard is for no pedestrian crossing to be greater than 65 feet. They have also installed countdown signals for pedestrian safety.

- VIII. [Report by PB PlaceMaking](#): Marsha Kaiser of PB showed two slides describing the process the consulting team will use to develop and test land use alternatives between now and June. Using the results from the Community Workshops, the team will sketch out scenarios in April, test scenarios in May, and refine alternatives in June. PB PlaceMaking will provide the Task Force with updates at each of their monthly meetings. The Perspectives Group will develop a Fact Sheet for the community in May, and will work with the Task Force to obtain community input this summer. Clark Tyler stated that he would like to have an Implementation meeting this summer, to include public input.

IX. Other Items:

- Clark Tyler recognized the Task Force’s new members, Irfan Ali, Eric Bahr and Scott Monett.
- Clark also mentioned that three [Employee Focus Group meetings](#) were held March 8 and 9, and that between 12 and 18 workers at Tysons participated in each meeting.
- Kohann Whitney announced that the Communication Subcommittee will meet April 11.
- Staff distributed a [proposed schedule for Task Force meetings](#) through December 2007.
- Jim Scott announced that on March 26 Governor Kaine and state legislative leaders reached tentative agreement on the state’s transportation funding bill.

- Clark Tyler announced that the Task Force has invited its senior advisor, Dr. Robert Cervero, to speak at the Capital One Auditorium on April 17 from 7 to 9 p.m. Dr. Cervero is an international expert on Transit-Oriented Development. His topic will be “Making Tysons Corner Work.” The Perspectives Group is developing a flyer announcing this event.

X. Adjourn: 9:45 p.m.