



## Meeting Summary

June 18, 2007, 7:00 PM

Fairfax Chamber of Commerce, 8230 Old Courthouse Road

- I. Call to Order: The Task Force approved the May 21, 2007 meeting summary as submitted.
- II. Announcements: The Chairman introduced John Harrison, who is newly appointed to the Task Force and replaces John Anderson.

The Chairman announced that staff had received the final version of [Bay Area Economics' Market Analysis report](#), and directed staff to email this document to Task Force members for their information. BAE presented the findings of this report at the Task Force meeting on April 23, 2007.

The Task Force Chairman announced that on June 4, [the Board of Supervisors moved that the County Executive explore the creation of a "war room" to coordinate traffic mitigation and rapid response during construction at Tysons Corner](#). Chairman Connolly credited this idea to Ken Lawrence, who is an ex-officio Task Force member and also the Providence District Representative to the Planning Commission.

Task Force member Keith Turner announced that TYTRAN (the Tysons Transportation Association) has been approved for a grant of \$215,000 to establish an Intelligent Transportation System for Tysons. This will consist of one website linking Global Positioning Systems (GPS), videocameras showing construction at Tysons, incident management, and bus services, and will be useful in the County's traffic mitigation/rapid response efforts.

- III. [Presentation on Automated People Movers and Bus Rapid Transit](#): David Little of Lea + Elliott gave the Task Force a presentation on urban transit. He began with an overview of the types of Automated People Mover technology. These include cable-propelled; monorail; automated guideway transit; maglev; and personal rapid transit.

Mr. Little then presented examples of urban applications such as Bus Rapid Transit (BRT). BRT can be applied to activity center circulators and could be implemented at Tysons for a startup cost of \$40 to \$50 million. BRT can move 2,000 to 3,000 people per hour, and is in operation in Boston, Cleveland, Las Vegas and other U.S. cities. BRT and other shuttle service in conjunction with Metro could substantially increase transit coverage at Tysons.

Finally, Mr. Little discussed keys to successful implementation of urban transit. He recommended that the Task Force begin with a thorough technical analysis and plan for a system with flexibility for expansion and use of multiple technologies. He also suggested that the Task Force focus on implementing a small, affordable initial phase, while also preserving corridors for future expansion.

Following the presentation, Task Force members asked if the Metro corridor could be used for an automated people mover (APM). Mr. Little said that Miami has an elevated APM in the same corridor as its light rail. Asked for examples of urban areas with both light rail and APM systems, Mr. Little mentioned Jacksonville, Florida, and Las Colinas in the Dallas-Fort Worth area.

- IV. [Update on Dulles Rail Project](#): Rick Stevens, Manager of the Dulles Rail Project for the Fairfax County Department of Transportation, gave the Task Force a presentation on the project's status. This included a brief discussion of the history of the project, including the Board of Supervisor's adoption of an aerial alignment in Tysons in October 2002 and the decision to build in the median of Route 7 in February 2005. Mr. Stevens also discussed the project schedule, which shows construction taking place at Tysons between 2008 and 2012.

Regarding the relocation and construction of Route 7, Mr. Stevens explained that Route 7 will have four lanes in each direction, with intersections having two left turn lanes. The enhancements to Route 7 will cost between \$120 and \$150 million, but Fairfax County is only paying about 16% of this because the remaining costs are part of the Dulles Rail Project.

Plans call for elevated pedestrian crosswalks at the Metro stations. In addition, several more pedestrian crosswalks are planned along Route 7 between the Dulles Toll Road and Route 123. In response to Task Force members' comments and questions, Mr. Stevens mentioned the possibility of putting a sidewalk under the overpass at Route 123, and including wide stripes in the pedestrian crosswalks, as in the Ballston Metro station area.

Regarding Task Force members' concerns about the design of Route 7, Mr. Stevens pointed out that as redevelopment occurs and new local streets are added, local traffic may be diverted from Route 7 onto parallel roads such as Greensboro and Boone Boulevards. This may permit some on-street parking along Route 7, such as has occurred in the Columbia Pike corridor of Arlington.

Finally, regarding Congestion Mitigation, Mr. Stevens said that plans are for the initial \$25 million budget to be augmented with funding from the HOT Lanes and Rail Transportation Management Plan projects.

- V. Update by PB PlaceMaking: Marsha Kaiser gave the Task Force a brief update on the work that is underway to analyze the test scenarios. The analysis is based on the Guiding Planning Principles and is focused on [four areas of analysis](#):

- Getting to and from Tysons
- Getting around in Tysons
- Creating active places
- Being a good neighbor

During the ensuing discussion, Task Force members requested that PB's graphics for the July workshops show a range of distances from Metro stations. Members pointed out that it would be helpful to know walking times as well as distances. Transit users' willingness to walk will depend on topography and street layout, as much as distance. Residents may be willing to walk more than ½ mile to the Metro, whereas people going to offices or to shopping malls may not.

Task Force members suggested that the consultants use WMATA data on transit users' walking distances. It would be helpful to use local examples to compare to proposed walking distances at Tysons. Members suggested that a chart with this information would be a useful addition to the Task Force website.

In response to a question on PB's methodology for allocating growth, Ms. Kaiser described the general process, which used input from the March workshops and subsequent Task Force members' comments. Growth for each scenario was allocated first to eight districts, then to smaller subareas within those districts, and then finally to the 135 traffic analysis zones included in the study area.

- VI. Update by Cambridge Systematics: Don Vary provided a [handout showing the steps involved in detailed transportation modeling](#). He explained that for the July workshops Cambridge will provide key measures for each of the test scenarios. These include select volume to capacity ratios and measures of delay, as well as vehicle hours of travel and vehicle miles of travel. During the next phase of analysis, more detailed measures will be developed.

Task Force members questioned the use of COG's Constrained Long Range Plan (CLRP) in the transportation analysis since many of the projects for the area outside of Tysons have not been constructed. Don Vary indicated that it is necessary to use the approved regional network for this analysis. He said it is important for the Task Force to consider how to improve the coordination of transportation improvements with new development in its recommendations for implementation of a new plan for Tysons.

George Barker, Vice Chairman of the Task Force and Chairman of the Fairfax County Transportation Commission added that the 2020 CLRP had been renamed the 2030 CLRP without the addition of any road projects. However, he explained that the Commission is in the process of updating the County's Transportation Plan. This includes the addition of incentives for Transportation Demand Management, the County's new Transit Oriented Development Principles, and costing out the Plan's additional road lanes and additional transit capacity beyond Tysons. Mr. Barker stated that he should have additional information on the Transportation Plan update in a couple of months.

VII. Discussion of Summer Outreach: The Perspectives Group has developed a [Draft Outline of July Public Meetings](#) which was handed out to Task Force members. County staff had prepared a [list of Summer Outreach Meetings](#) which was also passed out. The Chairman pointed out that the purpose of the July 9 Task Force meeting was to run through PB's proposed presentation in advance of the public meetings the week of July 16. The Chairman also requested that each Task Force member agree to attend at least one of the three evening workshops. The Task Force Chairman announced that an additional outreach workshop focused on implementation issues has been scheduled for September 18.

VIII. Subcommittee Reports: Keith Turner, Chairman of the TDM/Transportation Subcommittee, distributed the [draft of a letter](#) that he and the Task Force Chairman planned to send to the Commissioner of VDOT. This letter requests that VDOT consider the use of urban street standards at Tysons; that its planning incorporate proposed new street grids at Tysons; and that VDOT coordinate construction projects with Fairfax County's Department of Public Works on Environmental Services. Mr. Turner also provided Task Force members with a copy of a similar [letter to VDOT from the Coalition for Smarter Growth](#), dated May 17, 2007.

Mr. Turner also passed out the TDM/Transportation Subcommittee's [one page outline for a new transportation plan for Tysons, along with the Subcommittee's Draft Transportation Recommendations for updating the Comprehensive Plan](#).

Finally, Mr. Turner announced that the TDM/Transportation Subcommittee will meet with Don Vary of Cambridge Systematics to discuss the assessment of the impacts of Transportation Demand Management on traffic at Tysons.

IX. Other Items: The Coalition for Smarter Growth issued an invitation to Task Force members to attend a presentation entitled [Tysons Transformed](#) to be held at George Mason High School on June 26, 2007. Speakers at this event will be Michael Foster of MTFA Architecture and John Thomas with USEPA's Development, Community and Environment Division.

X. Adjourn: 10:00 p.m.