



Draft Meeting Summary
September 24, 2007, 7:00 PM
Fairfax Chamber of Commerce, 8230 Old Courthouse Road

- I. Call to Order
- II. Discussion of Analysis of Advanced Alternatives: GB Arrington of PB PlaceMaking (via telephone) gave the Task Force an [Update](#), beginning with the schedule for the analysis between now and the public workshops in January. Mr. Arrington then explained that the consulting team will test two urban forms and two transportation networks. The urban forms will be “built from the ground up,” taking into consideration walkable distances from the proposed Metro stations; block patterns, topology and other natural features; and existing land uses that are not expected to change significantly. Both alternatives will include increased housing and mixed use development; enhanced parks, open space and civic uses; a fine grid of streets; and transit circulators.

The two alternatives are tentatively named “Transit City” and “Metro City.” Where they differ is that “Transit City” will have smaller TOD areas around the four Metro stations, with an additional band of growth distributed around a circulator. “Metro City” will have larger TOD areas at the Metro stations with more growth focused there than under the Transit City alternative. Mr. Arrington concluded his presentation with a slide entitled “Next Steps.” This shows that the consulting team will work with County staff to allocate growth to geographic subareas at Tysons, in preparation for analysis of the impacts on the transportation network and on other infrastructure.

Following the presentation, Task Force members observed that growth at Tysons under the Advanced Alternatives will vary after the allocations are completed. Further, they noted that they are not endorsing a specific number of square feet. Mr. Arrington was asked if PB PlaceMaking will plan for all of Tysons, not just the station areas, and he responded in the affirmative, saying that the consulting team will plan for a series of complementary districts.

Don Vary of Cambridge Systematics then gave a presentation on the two proposed [Transportation Networks](#) for the analysis of Advanced Alternatives. Each network will be analyzed with each land use form, for a total of four transportation model runs. One network emphasizes auto travel *to, from and through* Tysons, and one

network emphasizes travel *within* Tysons, especially for transit, pedestrians and bikes. Both networks will include additional Beltway and Toll Road crossings; neighborhood connector shuttle buses and other circulators; good pedestrian access to and from Metro stations; and an emphasis on walking along activity streets. Where the networks differ are in such features as the strength of their Transportation Demand Management and parking management policies and the provision of parking at the Tysons West Metro station.

Following Mr. Vary's presentation, Task Force members discussed the fact that the networks being tested are not being constrained by financial feasibility or other limits at this point. When asked whether the transportation analysis would show the impacts of traffic on surrounding communities, Mr. Vary responded that the model shows where traffic is coming from and where it is going to. Concerning sidewalks, the consulting team will assume that throughout Tysons, there will be sidewalks on both sides of the street. Improved bus stops, consistent with the County's new Bus Stop Safety policy, will also be assumed.

- III. Presentation on Beltway HOT Lanes Project: Jennifer Aument, Public Affairs Manager, introduced other members of the TransUrban/Fluor/VDOT team. Theresa DeFore, Capital Beltway Project Manager with VDOT, and Greg Baker, Design Manager with Fluor, displayed [maps](#) showing the portions of the HOT Lanes project that are located at Tysons. Ms. Aument also provided copies of their [fact sheet](#).

At the intersection of I-495 and Route 7, plans are to remove the existing loop ramp and install a left turn light onto Route 7. Task Force members were concerned about the impact of this change on traffic along Route 7, and were told that information from VDOT's traffic analysis will be available at the public hearing.

At the intersection of I-495 and Route 123, plans are to add the Westpark Connector. Further north the project calls for a Jones Branch Drive Connector, and HOT lanes ramps connecting I-495 to the Dulles Toll Road.

Ms. DeFore explained that VDOT will hold a public hearing during the first quarter of 2008 on the project's design features, and that the Federal Highway Administration and VDOT have to give final approval. She pointed out that pedestrian facilities will be included on every bridge that crosses the Beltway, and that no lanes will be closed during morning and evening rush hours. The HOT Lanes project will add four lanes to the Beltway, two lanes in each direction.

Ms. Aument then introduced Nick Nicholson, Regional Transportation Program Director for VDOT (the "Congestion Czar"). Mr. Nicholson explained that each of the region's mega-projects, including HOT Lanes and Dulles Rail, will have its own transportation management plan. It is his job to combine those plans into a regional transportation management plan. In closing, Ms. Aument referred Task Force members to the website www.virginiahotlanes.com for more information.

- IV. Meeting Summary: The September 10, 2007, meeting summary was approved as submitted.
- V. Subcommittee Reports:
- Jan Hedetniemi reported that this fall, the members of the Consultant Liaison Subcommittee will begin work on detailed and specific guidance from which Plan recommendations can later be developed by the consulting team and staff.
 - Kohann Whitney reported that the Communication Subcommittee will work with the consulting team and in particular The Perspectives Group on how to frame the January public outreach. They will also work with staff at Channel 16 to finalize the Task Force video, to be shown on the County Magazine television show during November.
 - Keith Turner reported that the Transportation Subcommittee is requesting suggestions for improvements to Tysons' transportation network, for consideration in the analysis of Advanced Alternatives. Members are asked to forward suggested improvements to Keith who will review them and forward them to Don Vary of Cambridge Systematics.
 - Regarding the Implementation Subcommittee, staff reported that the September 18 presentation had 135 attendees. Members noted that it was a very informative event and that the reference materials in the event's handout were useful.
- VI. Other Items: The next Task Force meeting will be on Monday, October 22. Task Force members voted to retain the November meeting on the Monday after Thanksgiving, November 26.
- VII. Adjourn: 8:50 p.m.