TYSONS
LAND USE TASK FORCE
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Meeting Summary
November 26, 2007, 7:00 PM
Marshall High School, 7731 Leesburg Pike

I. Call to Order

II. Meeting Summary: The October 22, 2007, meeting summary was approved as submitted.

III. Upcoming Meetings: Chairman Tyler announced that the Task Force will meet again on Monday, December 10, and Monday, December 17. The focus of these meetings will be on the draft recommendations of the Housing, Implementation, Livability/Walkability and Transportation Subcommittees.

IV. Presentation by Transportation Consultant, Cambridge Systematics: Doug Sarno of The Perspectives Group, the Task Force's outreach consultant, welcomed the public to the meeting. He introduced Clark Tyler who described the Task Force's mission and role and explained the purpose of the meeting. Chairman Tyler then introduced Don Vary of Cambridge Systematics, Inc.

Mr. Vary gave a presentation entitled Tysons Corner Land Use Study: Transportation Advanced Networks. He began by characterizing "Tysons Today" as being congested, with limited access points, traffic concentrated on a few roads, low transit usage, and lack of pedestrian friendliness. By 2015 Tysons will have begun its transformation, with the addition of four Metro stations and additional capacity on 495 due to the HOT Lanes project. Beyond 2015 Tysons will continue to change, with growth focused around the transit stations, and mixed uses and an enhanced grid of streets helping to address traffic congestion.

Mr. Vary pointed out that the transportation analysis to be undertaken this winter will be guided by the Task Force's Guiding Planning Principles and will focus on the following specific objectives:

- Reduce concentration of traffic on a few streets
- Improve environment for pedestrians and bicycles
- Improve connections across barriers within Tysons through road improvements and bus routes

- Extend reach of Metrorail and create additional internal linkages by transit, such as a circulator system
- Develop and institute transportation demand management (TDM) and parking management programs
- Protect surrounding communities from "cut-through" traffic

The transportation analysis will test two networks. Network 1 will be more focused on new roadway connections, while Network 2 will be more focused on transit and non-motorized travel. While both networks will include the Metrorail extension and an enhanced grid of streets, they will differ in terms of their internal transit capacity. That is, Network 1 will have a system of moderate capacity circulators, while Network 2 will have high capacity circulators.

Mr. Vary further explained that the transportation analysis will rely on several transportation models, including COG's regional forecast, Cambridge's subarea forecast, detailed analysis, and post-processing analysis of the impacts of urban design, TDM policies, and the circulator systems. Measures of evaluation will include level of congestion and travel times and delays; numbers of people driving, taking transit, walking and biking; levels of accessibility; and estimated costs of improvements.

Following Mr. Vary's presentation, there was a question and answer period moderated by Doug Sarno. The question was asked whether estimated costs would include both operating and capital costs; the answer was that for roadways, the estimates would be capital costs, and for transit, the estimates would be operating costs.

Another question was whether the analysis can account for delivering transportation improvements prior to the bulk of the development. The answer was that this analysis focuses on an end point of 2030. In the future, Cambridge hopes to do additional analyses looking other time periods between now and 2030.

The question was asked about traffic volumes on Routes 7 and 123 outside of Tysons. The consultant and/or staff in the County's Department of Transportation will be able to extract data from the model on these and other major roads around Tysons. However, Cambridge's transportation analysis will be focused on Tysons.

Another question was whether the "complete streets" concept will be applied to all streets in the analysis; the answer was that Routes 7 and 123 will be treated as complete streets (with facilities for pedestrians and bikes) in Network 2.

The question was asked whether this analysis includes noise impacts of transportation improvements; the answer was that noise is considered at the project level, such as in the Environmental Impact Statement for Metrorail or for individual roadways.

Another question was about the two alternatives included in the analysis. Mr. Vary explained that both Network 1 and Network 2 will be tested with each of the two advanced land use prototypes (based on the Focused TOD and Extended TOD alternatives previously discussed).

Mr. Vary was asked to address the quality of life and aesthetic issues regarding aboveground Metro and multiple levels of roads and ramps. He responded that the final recommendations on a transportation network for Tysons will take into account public input from the winter workshops. Both traffic volumes and the future transportation network will depend on land use density and land use mix. Another Task Force member commented that density need not be negative, but rather may be a way to provide community benefits and amenities.

The question was asked whether the analysis could include the undergrounding of Route 7; the answer was that an enhanced grid of streets was more feasible and will be more effective in improving traffic circulation. Another question concerned possible widening of Routes 7 and 123. Mr. Vary pointed out that, in order to provide the elevated rail line in the median of Route 7, the current frontage roads will be eliminated and Route 7 will be reconstructed with four lanes in each direction.

Another question was about the need to connect Tysons I and II malls; the answer was that the Dulles Rail Project is to provide a bridge connecting the two properties.

The question was asked as to how the proposed circulators differ between the two transportation networks; the answer was that in Network 1, the circulator operates in mixed traffic while in Network 2, the circulator operates on dedicated lanes.

Mr. Vary was asked if the consultants will point out the appropriate density at Tysons depending on the transportation network. The answer was that the findings of the transportation analysis, along with input from the public at the winter workshops, will be used by the Task Force to decide the appropriate density and transportation network. This informed review will provide guidance to develop the "preferred alternative" which will form the basis of the Task Force's recommendations to the Planning Commission this spring.

A member of the public asked Mr. Vary to provide examples of ways to protect surrounding neighborhoods from traffic. He responded that examples include traffic calming devices and residential parking permits.

Another member of the public asked if public safety was being considered in the analysis. Mr. Vary pointed out that Network 2 includes safe havens for pedestrians and slower automobile traffic at Tysons.

V. Adjourn: The meeting was adjourned at 9 pm.