



January 22, 2007

As the Tysons Land Use Task Force prepares for an accelerated round of public outreach and community meetings, it is clear there will be increasing questions and comments about the efficacy of the “tunnel option” for the Tysons portion of extended Metrorail service.

It is the consensus of members of the Task Force that the following concerns about an elevated structure are paramount:

1. The 1994 Comprehensive Plan which we are called to evaluate and amend in light of the proposed Metro service, states: “A tunnel rather than an elevated alignment is the preferred mode...” We see no reason to change that preference.
2. It is clear that the 3 to 5 year Metro construction timetable will seriously impact the already highly congested status of both Route 123 and Route 7, causing significant traffic and congestion in surrounding communities from “bailout” traffic.
3. The concurrent construction of the Beltway HOT lanes and new development within Tysons Corner will increase this disruption.
4. The flexibility of creative design in terms of pedestrian access, connectivity, streetscapes, T.O.D., etc. will be seriously impaired and constrained.

The Tysons Land Use Task Force strongly supports the extension of Metrorail from East Falls Church, through Tysons Corner, to Dulles Airport and beyond. The Task Force strongly supports the resolution on this matter adopted by the Board of Supervisors at its meeting on January 8, 2007. See the [Board resolution in the January 8, 2007 Board summary](#). The Task Force believes that a tunnel option would increase the ability to re-plan Tysons Corner and significantly improve the quality, livability, and workability of the future Tysons Corner.