



Straw Man Preferred Transportation Network
Issues Discussed by Task Force April 14 and 15
Further Discussion

- Grid of Streets:
 - Incorporate rail alignment plans and land owner plans to the extent possible maintaining continuity between areas and connectivity.
 - Include bike lanes where appropriate.
- Beltway Crossings
 - Scotts Run Crossing(HOT) (#1 in slides) – consensus is to include this overpass
 - Route 123/Old Meadow Overpass (HOT) (#2 in slides) – Concerns raised about impact of this crossing on new neighborhood inside Beltway.
 - Shopping Mall/Old Meadow (Special Purpose Overpass) (#3 in slides) – Is there consensus is to include this overpass?
- Highway Ramps
 - Greensboro Drive/Tyco Road to Dulles Toll Road (WB) (#2 in slides): Not recommended in Straw Man due to engineering considerations. Several task force members indicated that this ramp should be included in the preferred network.
 - Boone Boulevard to Dulles Toll Road (WB) (#1 in slides): Not included in Straw Man due to engineering considerations. Conflicts would exist with Dulles Airport Access Road ramp and with rail structure. Several task force members indicated that this ramp should be included in the preferred network.
 - As an alternate and or supplement to the ramps above, capacity and operational improvements to the Dulles Toll Road/Route 7 interchange and to the Dulles Toll Road/Spring Hill Road interchange (#3 in slides) should be investigated.

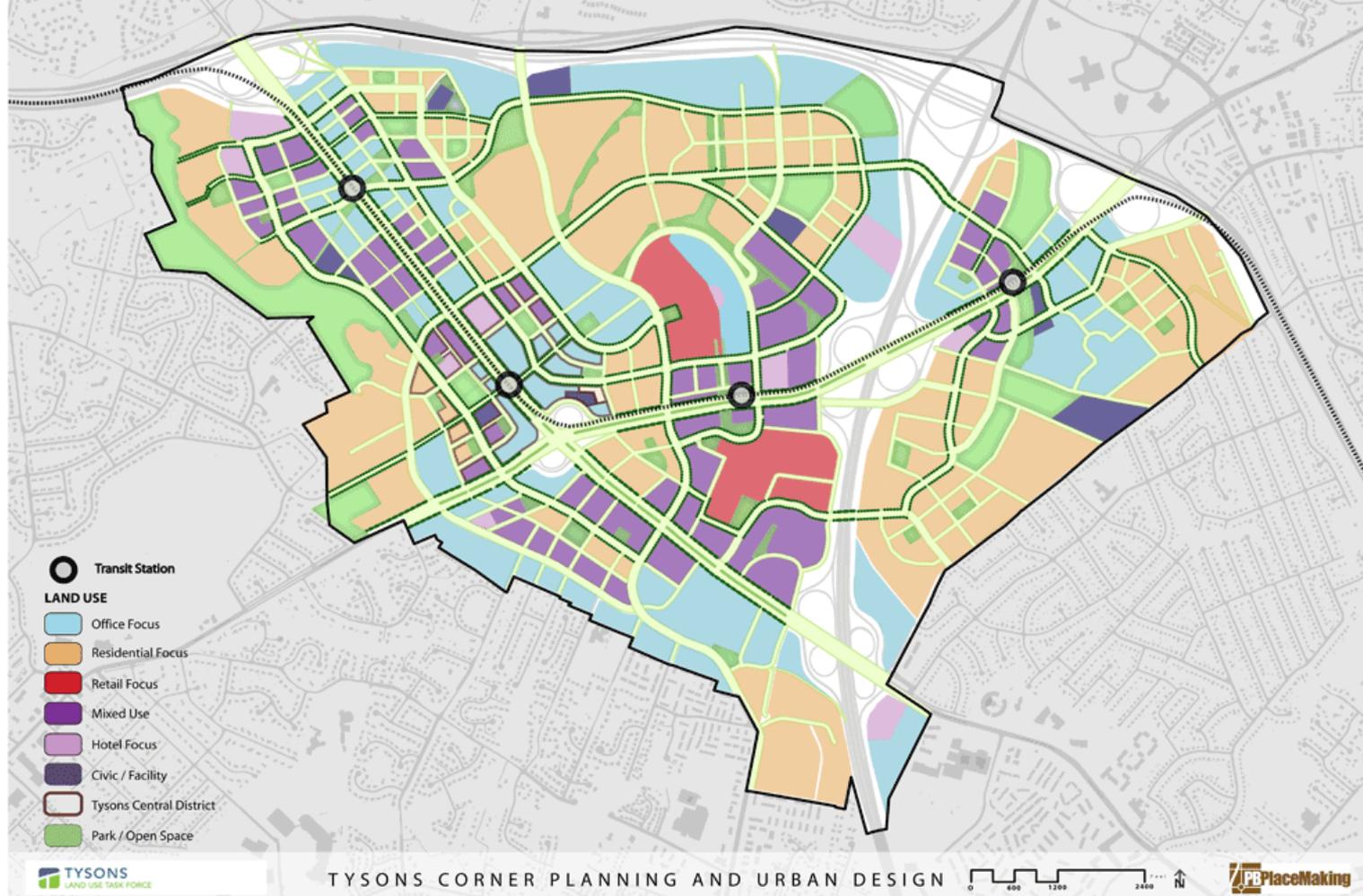
- Grade Separations
 - Route 7/Westpark Drive/Gosnell Road (included in current Comprehensive Plan): Not recommended in Straw Man. Some task force members suggested including this grade separation.
 - Route 7/International Drive (included in current Comprehensive Plan): Not recommended in Straw Man.
 - Route 123/International Drive (included in current Comprehensive Plan and recommended in Straw Man): Some questions were raised regarding constructability and pedestrian accommodations.
 - Route 123/Scotts Run Crossing/Colshire Drive: Not recommended in Straw Man due to impact on rail facilities (bus bays and kiss and ride area). Some task force members wanted to include this grade separation.
 - Route 123/Old Meadow Drive: Not recommended in Straw Man as cannot be constructed due to rail line elevation. Some task force members wanted to include this grade separation.

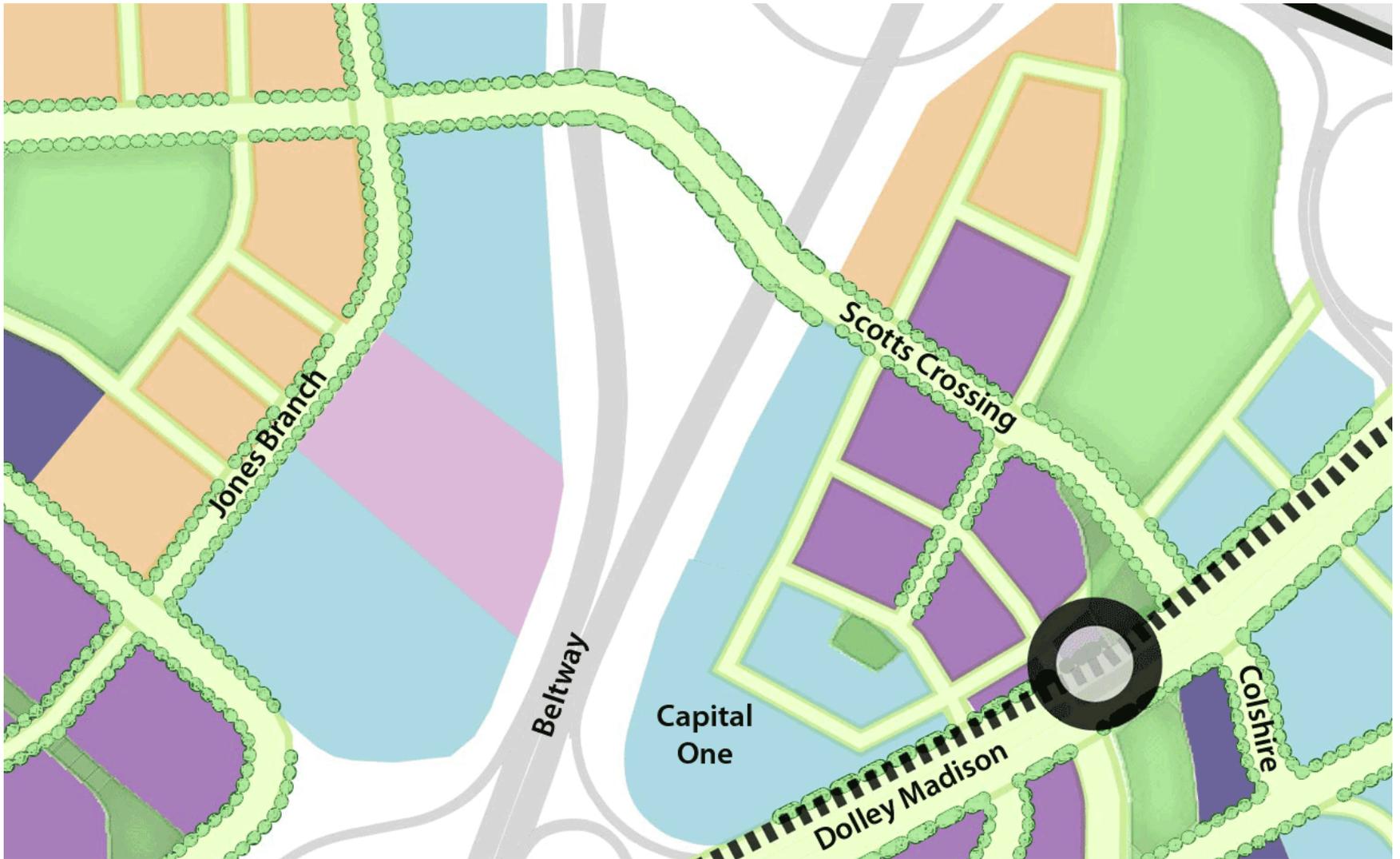
- Transit Circulators
 - Should circulator routes be refined prior to testing preferred alternative/network?

- Other
 - Preferred Network should include recommendation/assumptions on changing Dulles Toll Road structure to remove incentive for cars to enter Tysons.

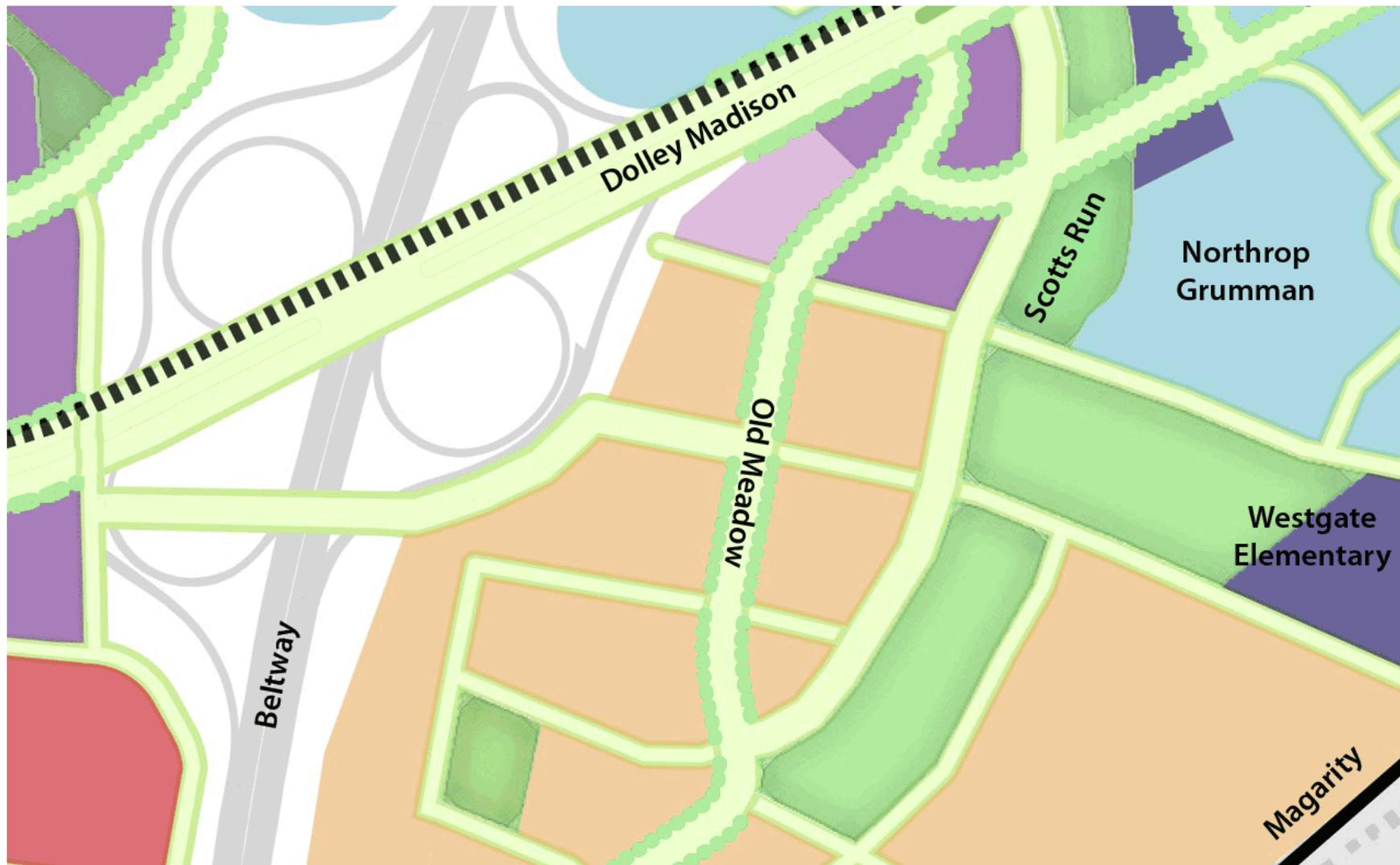
Consultant Draft of Preferred Concept for Discussion with Task Force, April 14-15, 2008

Draft Preferred Concept: Land Use, Parks and Open Space Network

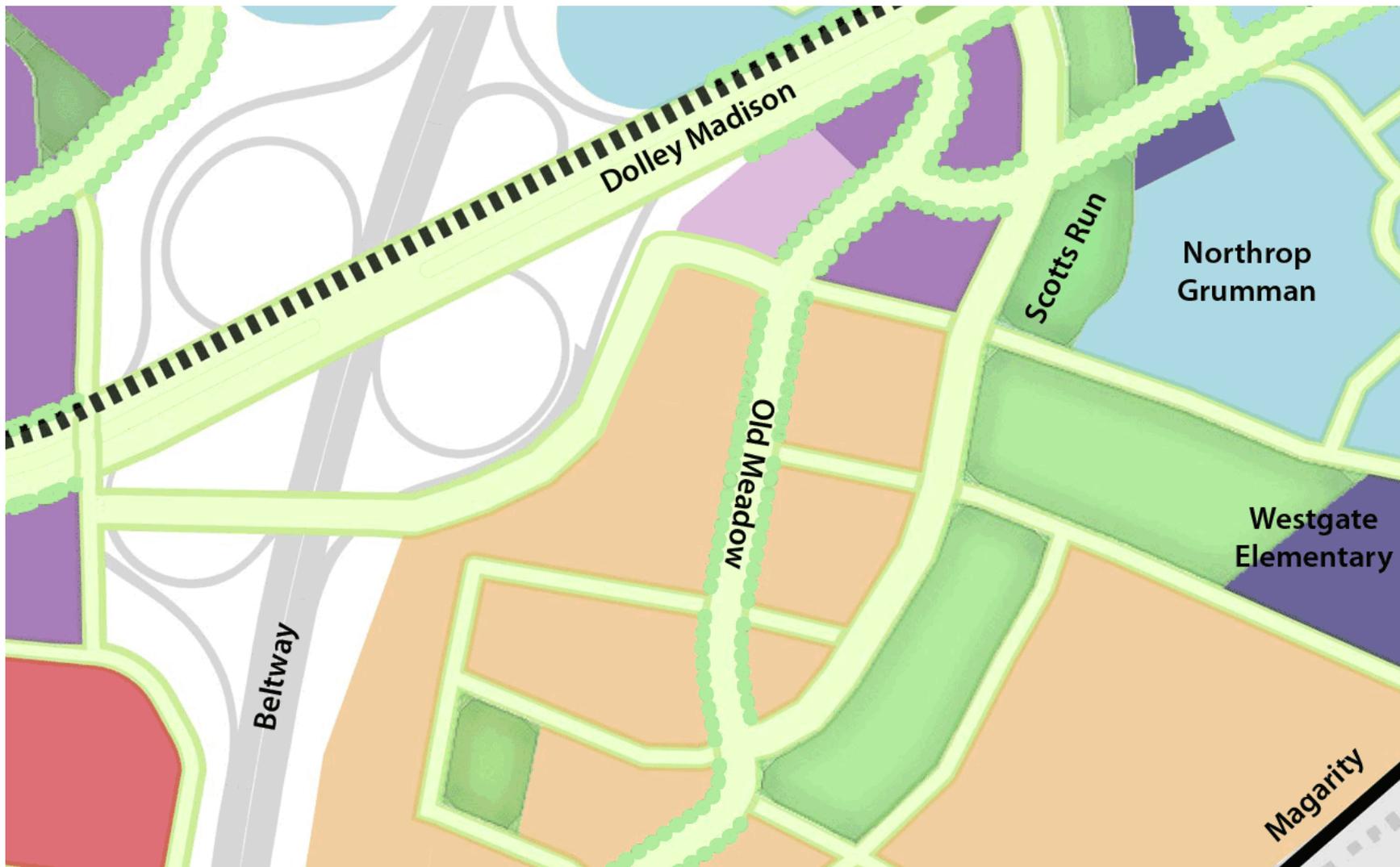




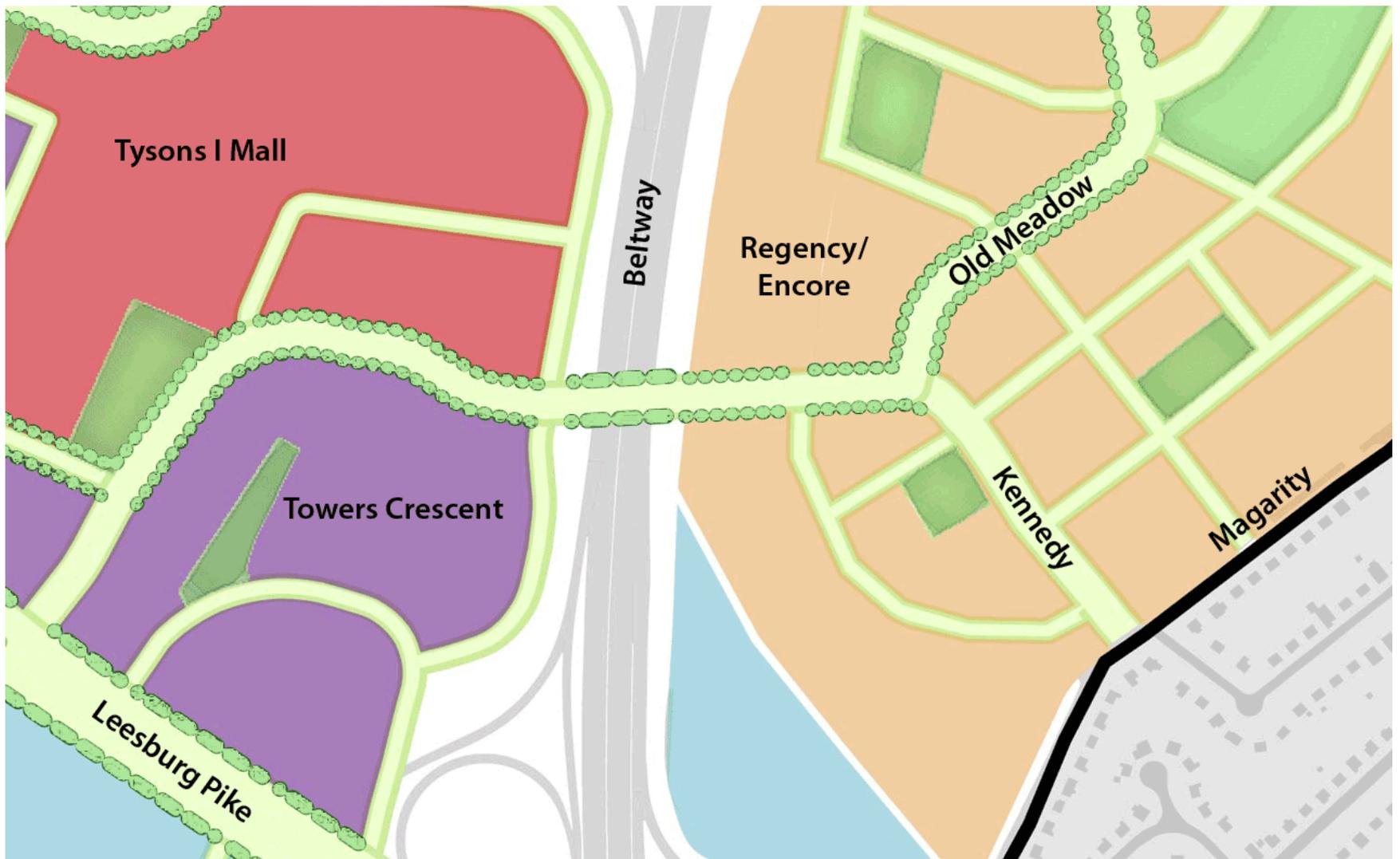
Beltway Crossing #1



Beltway Crossing #2a



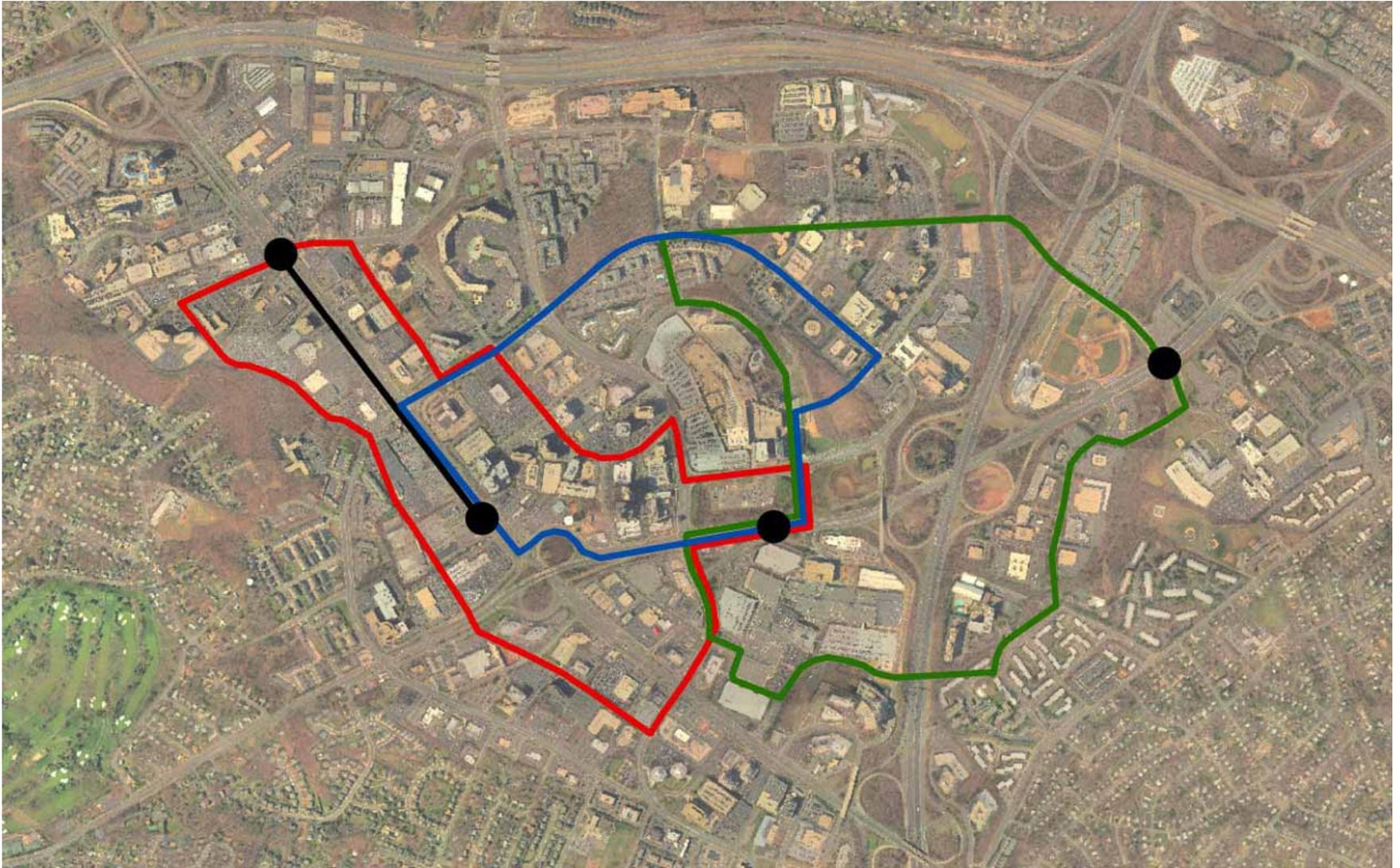
Beltway Crossing #2b



Beltway Crossing #3



Dulles Toll Road Ramps



Circulators for Modeling