

Tysons Land Use Task Force -- Transportation Subcommittee

Over the past 40 years Tysons Corner has developed from cow pastures to the 12th largest central business district in the United States. Tysons Corner is the “urban center” for Fairfax County; it is our “downtown” and our economic engine, with an employment base of 110,000 that generated \$267 million in tax revenue last year alone. While Tysons Corner now functions more as a typical suburban office center, it has the opportunity to transform into the vital, vibrant urban center we have all been working towards – a Tysons Corner which has an appropriate mix of commercial office space, residential units and retail space – a Tysons Corner with efficient transit facilities, parks, open space, arts, community amenities, adequate public facilities, recreational opportunities and environmental enhancements – a Tysons Corner which is less dependent upon the automobile.

The future of Tysons Corner is embodied in a different land use form that is supported by a vastly different transportation network. Tysons Corner is poised for this significant change as residents, businesses and the broader community seek to transform Tysons Corner from an edge city with lower density development patterns to a place that is characterized as a walkable, bikeable community with high levels of transit ridership, residents living near their work, and a mix of intensities and land uses to support a different set of transportation behaviors. This will allow for significant growth while helping to reduce overall vehicle trips in the region. This is a more sustainable and livable future for the area and for the community.

Given the challenges—but also the opportunities—in the area, the transportation vision for Tysons Corner should encompass more than a few major roads and the areas around the four future stations of Metro’s Silver Line extension. Rather, it should incorporate the whole of Tysons Corner and even beyond and envision its transformation into a vibrant, thriving 24-hour urban downtown for Fairfax County, with a truly multi-modal transportation system. Tysons Corner does not have to resign itself to a future as a character-less and traffic-clogged edge city. Instead, it can become a place of attractive and distinctive streets, where it is safe and convenient for people to walk, bike, and use transit—and, yes, drive, when they need to. This transformation cannot happen overnight. It can, however, happen over the next decade, provided that the right policy choices are made today.

To help inform those choices, the Transportation Subcommittee has drafted an outline for the Transportation Plan component of the Tysons Corner Urban Center Comprehensive Plan. The Transportation Plan Outline includes those items related to transportation that the Subcommittee believes are important to be included in the Comprehensive Plan. This outline will indicate to the consultant team the interests of the Tysons Land Use Task Force.

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Tysons Corner Urban Center Comprehensive Plan DRAFT Transportation Plan Outline

DRAFT Transportation Plan Background and Overview

1. Background
2. Existing Conditions and Trends – *The purpose of this section is to describe the conditions at the time the new Plan is adopted. Including an Existing Conditions section in a plan or report is typical. Describing both positive and negative existing trends clarifies what trends need to be reversed and also which need to be supported. It provides the basis for the changes the plan recommends.*
 - A. Metrorail Construction with Four Stations in the Urban Center
 - B. Transit-Oriented Development – The Transformation of Tysons Corner from Suburban Office Market to Urban Center
 - C. Planned Roadway Improvements (TIP, CLRP)
 - D. Roads in Current Fairfax County Transportation Plan
Proposed New Roads
 - E. Transportation Demand Management (TDM)
 - F. Current Roadway Level of Service
 - G. Current Levels of Transit Service and Usage
 - H. Current Vehicle Occupancy Rates
 - I. Current Non-Single Occupancy Vehicle (SOV) Rates
 - J. Current Parking rates
 - K. Current Bicycle and Pedestrian Facilities
3. Factors that Assist a Development Project in Achieving an Efficient and Successful Transportation System around the Development Project and within the Entire Tysons Corner Urban Center.
 - A.. Land Use Policies that support the Transportation Plan
 - i. Transit-Oriented Development (TOD) and Urban Development
 - ii. Development of a transit, pedestrian and bicycle-friendly environment with complete streets and connectivity
 - iii. Streetscape Design
 - a. General streetscape guidelines
 1. underground utilities
 2. street lighting
 3. gateways
 4. streetscape design flexibility
 5. streetscape maintenance
 - b. Specific streetscape guidelines
 1. Boulevard

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2. Ring road
3. Main street
4. Cross street
5. Other
- iv. Transit Streets and Transit Priority
- v. Sidewalk Design Guidelines
- vi. Bicycling Streets

B. Urban Measures of Effectiveness – *As Tysons Corner develops into a more urban area the measures by which the success of the transportation system and both individual and area wide development projects impact on transportation are judged must be appropriate for urban areas. Cambridge Systematics and the Transportation Subcommittee are currently developing Urban Measures of Effectiveness to evaluate the results of testing two Transportation Networks against the two Advanced prototypes (land uses).*

C. Transportation Impact Study or Traffic Impact Analysis –*Each development proposal will need to address its impact on the transportation system and propose appropriate mitigation measures to accomplish the overall goals of the plan. Most developments will have to be reviewed by VDOT per Chapter 527 regulations “Traffic Impact Analysis Regulations Administrative Guidelines”, and/or the listing and descriptions under “required Elements of A Traffic Impact Analysis (24 VAC 30-155-60 C)”. For easy reference, the website is www.vdot.virginia.gov/projects/chapter527*

- D. Transportation Demand Management
- E. Trip Reduction Ordinances
- F. Parking
- G. Urban Design

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DRAFT Transportation Plan Recommendations

1. Policy Recommendations
 - A. Grid of Streets –*Tysons Corner currently consists of large (super) blocks with a relatively small number of streets. This places excessive reliance on these streets to move vehicle traffic and the large block size inhibits pedestrian and bicycle movement. A finer grid of streets with smaller block size is typical in urban areas. It disperses vehicle traffic and it encourages pedestrian movements.*
 - B. Design Guidelines
 - C. Right of Way Acquisition Policy
 - D. Mitigating Transportation Impacts of Development
 - E. Access Management Policy
 - F. Funding of Transportation Improvements and Services
 - G. TDM and Trip Reduction Credits
 - H. *Transportation Management Plans (TMPs) – It will be critical to have robust, fully-funded TMP's for both the Metro rail project and the HOT Lanes project. The coordination of these efforts along with other TMPs that will be associated with development projects will be important in mitigating congestion.*
 - I. Transit Mode Split Goals
 - J. Use of Existing and Emerging Technologies
 - K. Density Incentive Program for Urban Infill, Success of TDM Program and Parking Management Programs
 - L. Separation of Local and Through Traffic

2. Transit --*Transit improvements are larger in scale as they aim to improve the regional connectivity to Tysons Corner.*
 - A. Rapid Rail Transit
 - B. Regional Bus Transit
 - i. Local Routes
 - ii. Express Routes
 - C. Tysons Circulators – *In order to get around Tysons Corner quickly and conveniently without an automobile, including traveling to and from the Metrorail System, a system of circulators is essential. These circulators need to be convenient for users and provide a much higher quality of service than existing buses. The Comprehensive Plan should provide guidance on the basic parameters of the circulator system recognizing that considerable further work will be needed to implement it.*
 - i. Connecting to Rail Stations
 - ii. Travel within Tysons
 - D. Neighborhood Circulators – *The ability for residents of adjoining communities to travel to and from Tysons Corner on public transportation is important. The Comprehensive Plan should provide guidance on how a system of neighborhood circulators could achieve this objective.*

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E. HOV and/or Bus only Transit Lanes – *A regional network of managed lanes is planned. These managed lanes will provide the opportunity to provide express bus service to Tysons Corner from various parts of the region increasing Tysons accessibility.*

3. Integration of Cohesive Pedestrian and Bicycle Circulation --*A well connected, easy accessible bicycle and pedestrian network encourages people to walk more and drive less. A number of these improvements are relatively inexpensive and easy to implement. Some are policy driven and others are simply providing facilities for pedestrians and bicyclists such as bicycle racks at appropriate locations and pedestrian countdown signals at specific intersections to encourage non-motorized travel and to make it easier and safer for pedestrians and cyclists)*

- A. Interconnected Network of Bicycle Lanes
- B. Interconnected Pedestrian Facilities Between Buildings
- C. Separation of Bicycle and Pedestrian Traffic
- D. Sidewalk Network Completion
- E. Intersection Improvements
- F. Signage and Wayfinding
- G. Crossing Treatments
- H. Pedestrian Signals
- I. Curb Extensions and Bulb Out Design

4. Roadway Design –*Flexibility from existing VDOT standards in the design of streets, particularly local and collector streets is critical to changing the environment of Tysons Corner from being auto dominated to one that is people oriented. Context-Sensitive design solutions will need to be applied so that the streets are attractive and serve the needs of all users. Guidelines for roadway design should be included in the Plan and design exceptions from VDOT should be pursued where appropriate. Physical improvements to the roadway and transportation infrastructure can have a big impact on the efficiency of the transit system and the attractiveness and safety of the pedestrian and bicycling network.*

- A. Urban Street Guidelines
- B. Arterial Roadways
- C. Interchanges
- D. Collectors and Local Streets
- E. Signage
- F. Separation of Through Tyson's Trips from Local and Destination Trips

5. Roadway Infrastructure
- A. Grid of Streets Network
 - B. Grade Separations

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- C. Transit Priority Elements – queue jumpers, priority elements, and separate lanes
 - D. Road Improvement Map
6. ***TDM – A wider, more systematic program of TDM measures are critical to ensure maximum exposure throughout the Tysons Corner region. A large component of TDM is the promotion of the programs and ensuring that the promotion to the various groups of people, whether they are individuals, schools or offices, is targeted and specific. Please refer to the Transportation Committee TDM report referenced on the cover sheet.***
- A. Description of Program Elements
 - B. Transportation Management Organization Elements
 - C. Recommendations for New and Existing Development
 - D. Development / Density Incentive Plan
7. ***Parking Management – Free and abundant parking encourages automobile trips and single occupancy vehicles. Various methods are available to discourage the use of parking by restricting the supply of spaces or by pricing the spaces. Aggressive parking strategies will be a critical component in a successful transportation plan in Tysons Corner.***
- A. Parking Space Requirements
 - B. Pricing
 - C. Urban Design of Parking Structures
 - D. Operating Entities
 - E. Shared Parking Agreements
 - F. Development / Density Incentive for Parking Reduction Plans
8. **Wayfinding**
- A. Signage Pointing to Major Roads
 - B. Signage Pointing to Major Facilities
 - C. Signage Pointing to Major Towns
 - D. Signage for Pedestrians and Bicycles
 - E. Signage for Circulators and Other Buses
 - F. Street signs
 - i. Location
 - ii. Size
 - iii. Visibility
 - G. Block address numbers at intersections
 - H. Building addresses
9. **Transportation System Monitoring Program**

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10. Increased Funding for Transportation Facilities – *Funding the recommended transportation infrastructure and services will be very costly. New sources of funding and new organizational mechanisms such as those recommended by the implementation committee will be essential for funding and implementing the needed transportation improvements.*

- A. Establish Increased Public Sector Funding
- B. Establish Dedicated Sources of Private Sector Funding