

4.0 Implementing Phase 1 (2011-2013)

4.1 STRATEGY: GOALS AND OBJECTIVES

The timeframe for Phase 1 coincides with the planned opening of the Silver Line Metrorail service in Tysons Corner in late 2013. Bringing Metrorail to Tysons Corner is the largest single transportation investment (\$2.6 billion, in 2010 dollars) that Northern Virginia will make this decade. It will contribute to a comprehensive shift from a suburban auto-oriented transportation network, to a multimodal system with a wide range of transportation choices.

The most effective way to ensure that bicycling is fully integrated during the transformation of Tysons Corner is to ensure that the community understands its critical role in providing access to the Silver Line stations. No motor vehicle parking will be provided at the four Tysons Corner stations. Walking access is and will continue to be limited due to the suburban nature of existing development. As such, the bicycle is key to expanding the catchment area of the new stations, and to meeting transit users' need to save time and money when choosing to travel by Metrorail.

With this strategy in mind, Phase 1 of this Plan is intended to make significant progress toward three of the Plan's four main goals. Figure 4.1 provides a map of physical improvements, including those that are: 1) existing, 2) under construction, 3) planned and funded, or 4) proposed for Phase 1 by this Plan. Specific objectives for Phase 1, in the areas of policy, program and infrastructure, are identified below under the corresponding goal:

GOAL: Fully integrate bicycle transportation improvements into the planning and development process in Tysons Corner.

- Address bicycle parking issues (quantity, location, service type, security and weather protection) at the new Silver Line Metrorail stations.
- Enable the emerging Tysons Corner Transportation Management Association (the Tysons Partnership) to play a leading role in implementing and coordinating encouragement programs, as well as supporting bicycle transportation infrastructure projects. As of January 2011, the County, Tysons Partnership and TYTRANS are developing a new institutional framework for implementing and managing TDM activities in Tysons Corner.
- Introduce developers that are working on near term redevelopment projects to bicycle facility and program opportunities that can be proffered as part of their development program.
- Secure agreement from VDOT for context sensitive design of streets in Tysons Corner, including the application of urban street and lane width standards and urban intersection design standards.

- Ensure completion of the bicycle facilities that are underway, planned or budgeted for near-term implementation.

GOAL: Improve bicycle travel safety, access and connectivity to, from, through and within Tysons Corner.

- Install signs for 16 bicycle routes to the Tysons Corner Silver Line Stations, and an interim alternative route (not using VA 123) between Vienna and McLean.
- Plan, program and construct a short list of new capital projects that will enhance safety and bicycle access to Tysons Corner.

GOAL: Increase the numbers of people bicycling for transportation by making it a viable choice for a wide range of cyclists – young and old, novice and experienced, occasional and regular.

- Provide a volunteer Bicycle-to-Transit Ambassadors program at Metrorail stations on select weekdays during the first spring the Silver Line is open.
- Launch *It's About Time!* – a bicycle commuting marketing campaign highlighting to prospective new bicycle commuters the time savings current Tysons bicycle commuters are experiencing as compared to motor vehicle or transit travel.
- Establish a Bike-Friendly Employer program with at least six corporate members by 2013.
- Continue the Bike-to-Work Day activities in Tysons Corner, increase registered participants and consider moving the event location or hosting multiple locations.
- Within six months of opening the Silver Line (~June 2014), achieve a bike parking rate at the four Tysons Corner stations that is 80 percent of capacity.
- By 2014, double bicycle commuting rates to Tysons Corner over baseline counts (see section 4.3 for data collection program details).

Bicycle Transportation Network: Existing and Phase 1 Accommodations (2011 - 2013)

Review Draft
February 15, 2011

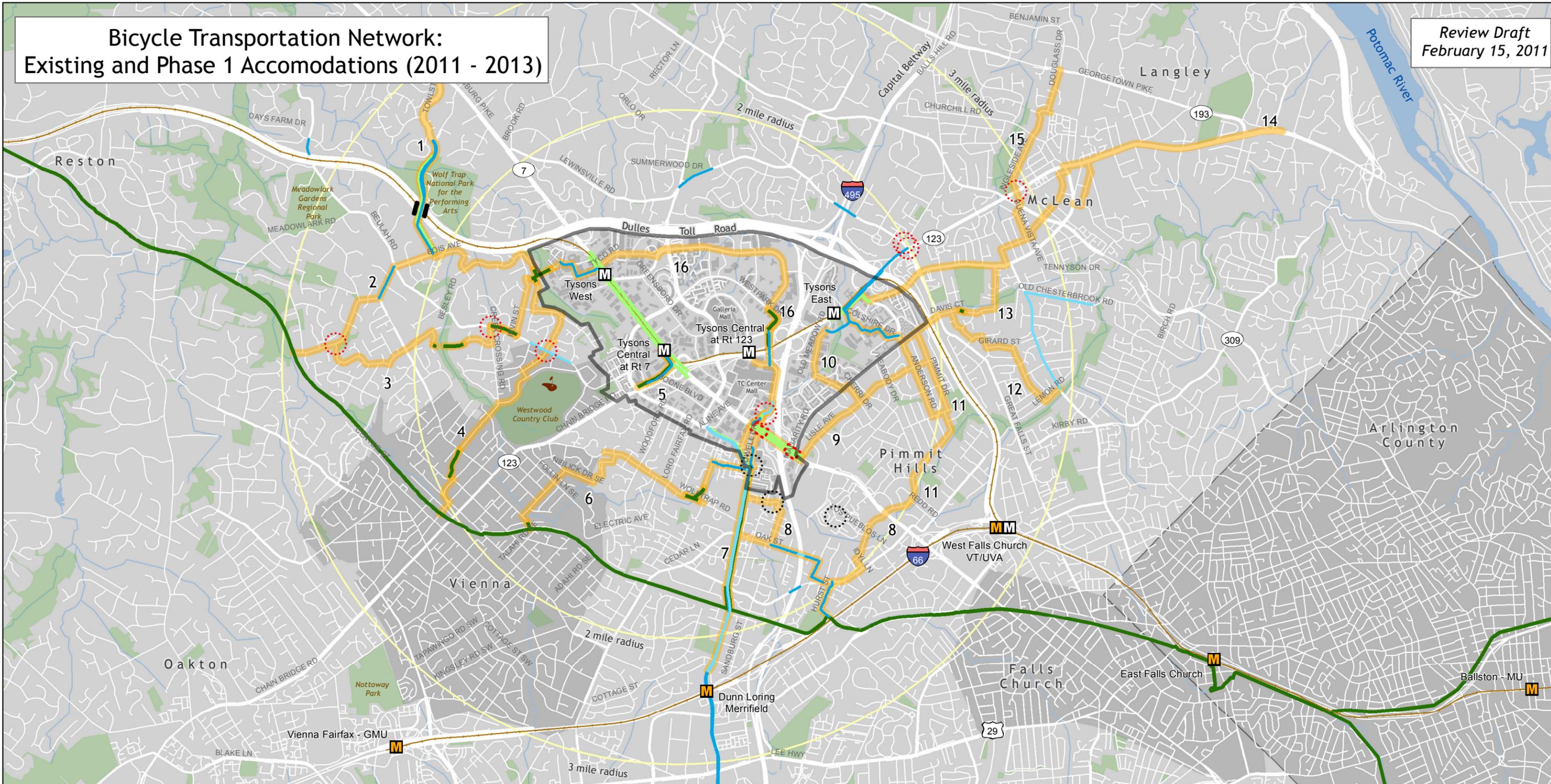


Figure 4.1



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| <p>Existing</p> <ul style="list-style-type: none"> On-Road Bicycle Facility Trails (W & OD and Other Selected Paths) | <p>Phase 1</p> <ul style="list-style-type: none"> On-Road Bicycle Facility Trail Construction or Upgrade Signed Bicycle Route Route Number (corresponds to Table 4.3) | <ul style="list-style-type: none"> Intersection Improvement Interchange Crossing Improvement Spot Access Improvement New Bicycle/Pedestrian Overpass |
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4.2 POLICIES

Establishing and coordinating bicycle-friendly policy within implementing agencies will be an essential foundation for developing the Tysons Corner bicycle network and support programs.

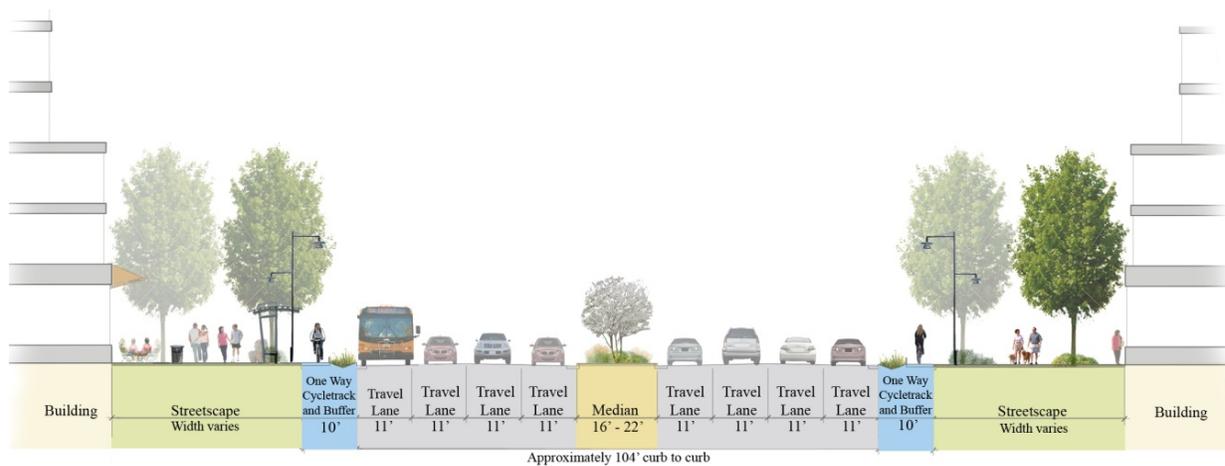
In 2011, the policies at most implementing agencies are generally supportive of bicycling; however, the Tysons Corner Bicycle Plan recommends several ways in which policies could be adapted to ensure implementation of high-quality bicycle facilities.

All of the policy recommendations are based upon achieving the vision for Tysons Corner set forth by the Tysons Corner Urban Center Comprehensive Plan Amendment (No. 2007-23), to create a downtown for Fairfax County. To achieve this vision the Amendment specifies key policy goals:

An overall Level of Service (LOS) ‘E’ goal is expected for the street network in Tysons Corner...A high-level of service should be maintained for pedestrians and cyclists, including safety and security, direct pathways, reasonable grades, and minimized delays at intersections. Within Transit Oriented Development areas, Preference should be given to the maintenance of a high-level of service for transit, cyclists, and pedestrians.

To achieve this goal for the bicycling mode, this Plan provides additional policy recommendations in two primary areas: 1) Fairfax County zoning and development review policy, and 2) VDOT roadway design and operations.

Figure 4.2 Recommended Modification of the Boulevard Section



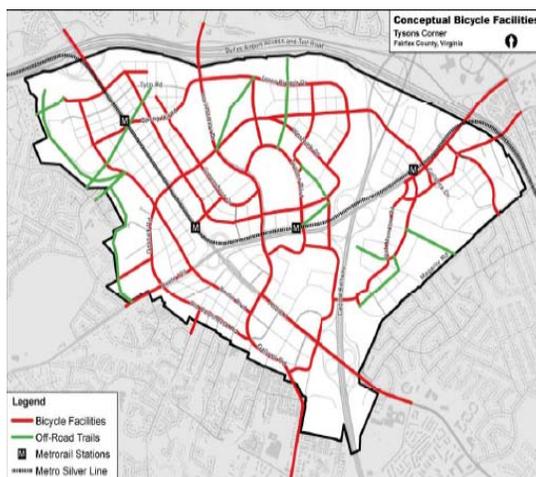
This cross section includes 5-foot one way cycletracks and 5-foot vegetated drainage filtration areas as buffers between the cycletrack and motor vehicles (a total of 125 feet curb to curb. If two way cycletracks are desired an additional 5 feet of space needs to be reserved in the right-of-way for 10-foot pavement widths on each side.

Updating the Bicycle Transportation Section of the Tysons Corner Urban Center Comprehensive Plan Amendment

The Plan affirms, fills gaps, clarifies and elaborates on the bicycle transportation provisions identified in the Tysons Corner Urban Center Comprehensive Plan Amendment (see Figure 4.3). The list below outlines six key areas where updated recommendations are provided. Additional detail is provided in Appendix H:

- Updated Boulevard cross-sections that include bicycle facilities, including near term and long-term facility recommendations (see Figure 4.2).
- Updating the network of roadways that will have bicycle lanes due to their functional classification as Avenues or Collectors. This Plan affirms the *Comp. Plan Amendment's* approach that all Avenues and Collectors should have standard bicycle lanes. Moreover, it recommends that some streets classified as local may need bicycle lanes as well, or wider (11-13 foot) travel lanes within which the shared lane marking can be placed.
- Recommendations to consider in the Grid of Streets study to improve functionality of a southern section of the grid for bicycle access to and from Tysons Corner.
- Expanded recommendations for the Trail Network, refined trail alignments and inclusion of key trails as components of the grid of streets.
- Recommendations for consideration of alternate and additional grade separated crossings of the Beltway and Dulles Toll Road.
- Carry forward the bicycle parking recommendations until a set of Countywide bicycle parking regulations can be incorporated into zoning and development regulations.

Figure 4.3 Conceptual Bicycle Facilities in the Tysons Corner Comprehensive Plan Amendment



Source: Fairfax County Comprehensive Plan – Tysons Corner Urban Center Amendment, 2010.

It is assumed that upon Board adoption of this Plan, the bicycle transportation provisions of the Comprehensive Plan Amendment are considered amended by those of this Plan.

Additional changes in Fairfax County zoning and development review regulations are provided in Appendix D. They address issues such as bicycle parking, proffers, relationship between provision of bicycle facilities and addressing traffic impacts of development projects, use of easements to provide trails across private property and various issues related to providing bicycle access to public areas of private developments.

VDOT Roadway Design and Operation Policy

In addition to the Comprehensive Plan's policies regarding modal priorities, VDOT's State Bicycle Policy Plan, currently under review, identifies strategies for more fully integrating pedestrians and bicyclists into VDOT's daily business. It highlights ways to effectively implement one of the more progressive state-level bicycle and pedestrian policies in the country so that the agency's day-to-day practice reflects the policy objectives.

In 2004, the Commonwealth Transportation Board (CTB) adopted the *Policy for Integrating Bicycle and Pedestrian Accommodations*. The policy provides the framework through which VDOT accommodates bicyclists and pedestrians in the funding, planning, design, construction, operation, and maintenance of Virginia's transportation network.

The State Bicycle Policy Plan establishes a vision for the future of bicycling in the Commonwealth. It provides recommendations to ensure that the bicycle element of the policy is applied consistently, appropriately, and cost-effectively. The specific recommendations detailed in Appendix E are consistent with the recommendations included in the State Bicycle Policy Plan.

In Phase 1, VDOT roadway design and operational policies and practices (as applied in greater Tysons Corner) should be modified in the following areas: 1) allow 10-foot travel lane widths for street classifications below Boulevard, 2) use of regulatory, caution and warning signs related to bicyclist and motorist safety, 3) intersection and interchange design, 4) shared use path and sidepath design standards, 5) improved maintenance of on-street and off-street facilities, and 6) provision of reasonable and safe bicycle detours during utility repair, roadway improvement and land development projects, and improved patching after utility work conducted in the roadway right-of-way.

4.3 PROGRAMS

Encouragement

It is critical that the lead Transportation Management Association (TMA) for Tysons Corner is also the lead entity for the management and coordination of most bicycle

transportation encouragement and safety education programs. This will ensure that bicycle-related Transportation Demand Management (TDM) activities are effectively integrated with other TDM initiatives and the TDM-related proffers made by developers.

As this plan was being developed (Fall 2010-Winter 2011) it appeared that the Tysons Partnership was going to become the TMA for Tysons Corner. It is highly recommended that the Partnership take a leadership role regarding bicycle encouragement and education programming and bicycle parking. It is further recommended that they seek funding for bicycle transportation initiatives, hire staff and consider partnering/contracting with experienced local or regional bicycling organizations and businesses for services.



Program initiatives suggested for Phase 1 include the following:

- Use the League of American Bicyclists *Bicycle-Friendly Employer Program* to encourage employers and property managers to provide employees secure bike parking, availability of showers and changing facilities, incentives to commute by bicycle, etc.²²
- In partnership with FABB and WABA, create a volunteer *Bicycle-to-Transit Ambassadors program* at Metrorail stations on select weekdays during the first spring the Silver Line is open. Such a program would entail volunteer cyclists staffing information tables at the Silver Line stations once a week during the first spring the system is open. Face to face contact with another cyclist who commutes can be the most influential factor in a person's decision to bicycle.



Information about routes, safety, time savings and health benefits can be provided, as well as how to use the bicycle parking at the station, how to put your bicycle on a bus, and how to rent a bike locker. Arranging commuter companions or mentors is another service that can be provided to help new cyclists.²³

²²<http://www.bikeleague.org/programs/bicyclefriendlyamerica/bicyclefriendlybusiness/>.

²³ <http://alexandriava.gov/localmotion/info/default.aspx?id=11992> and <http://bicyclingambassadors.org/>.

- Launch a bicycle commuting encouragement program called “*It’s About Time!*” Over the course of this planning process, many of the cyclists who commute to Tysons in 2010 stated that time savings (and reliability of the daily commute time expenditure) is the reason they choose bicycling over driving or taking transit. Congestion on routes to Tysons from both the east and west is common. Using the W&OD trail, and other connecting trails, bicycle commuters from as far away as the District of Columbia and Ashburn, Virginia described their time shavings over other travel alternatives available to them. This is a little known fact which if publicized might make biking more appealing to many other Tysons commuters.
- To support the *It’s About Time!* campaign, create a map of the greater Tysons area with “bicycle commuting times for the most time-efficient bicycle commuter routes to Tysons Corner offices. The map could be produced in various forms (paper, a printable map on the Internet, on signs at key gateways to Tysons, or on a bandana as a promotional giveaway).
- Create an Internet-based “social” network among employee-based bicycle clubs, bicycle commuting support groups, and individual bicycle commuters to publicize commuting testimonials; share information and tips, provide bicycle travel advisories, advertise programs and events and publicize progress made to increase the numbers of people bicycling in Tysons. A number of employers in Tysons Corner already have active groups with in-house leadership.
- Continue the *Bike-to-Work Day Pit Stop* in Tysons Corner, which is currently sponsored by Booz Allen Hamilton. Consider new advertising strategies that might increase the numbers of registered participants. It may be useful to consider moving the event location to a location that is more central to or accessible to Tysons area cyclists, or trying to involve more stakeholders and hosting multiple “Pit Stop” locations and “Convoys”.

A final note: Because of the increasing numbers of Spanish speaking people in the Tysons area (especially among service and construction workers) every effort should be made to provide communications about encouragement and safety education programs in Spanish. Due to fast changing demographic characteristics, translations into other languages may be needed for some programs. Perhaps there is a local company who could donate their services, or a foreign language teacher/class at Marshall High School could contribute as volunteers.

Ongoing Tysons Corner Bicycle Advisory Committee

To provide ongoing guidance regarding plan implementation and program development it is recommended that a bicycle or bicycle and pedestrian advisory committee be established in association with the Tysons Partnership or other organization empowered to be the TMA.

Safe Routes to School

As of January 2011, dialogue has begun between various safe routes to school advocates and the Fairfax County Public Schools. Like school districts around the U.S. Fairfax

schools are eligible to apply for federal safe routes to school funding through the state department of transportation (VDOT). This funding can be used for bicycle or pedestrian infrastructure improvements, operational improvements, safety education and/or encouragement programs at elementary or middle schools, including private schools.

Local schools (administrators, teachers and parents) in the Tysons Corner area can initiate local SRTS programs based on their own sense of need to improve bicycle and pedestrian safety for students or to encourage more kids to bicycle or walk to school. The planning process for this Plan did not systematically identify and evaluate safe routes to school needs in the study area. None-the-less, various needs were identified in the analysis process or pointed out by BAC members or members of the public. Schools with safety and access issues include, but are not limited to the following: Wolftrap Elementary, Spring Hill Road Elementary and Joyce Kilmer Middle School.

Near Term initiation of SRTS programs in Tysons area schools will contribute significantly to a more bicycle and pedestrian safety savvy citizenry in Tysons in the long term.

Law Enforcement

As cycling increases during Phase 1 and 2 years, enforcement of bicycling laws will become increasingly important. During Phase 1, the FCDOT Bicycle Program staff and other bicycling interest groups should engage the Fairfax County and Town of Vienna police departments in a dialogue about bicycle law enforcement. As redevelopment of Tysons progresses, and more cyclists and pedestrians are using the public realm, bicycle mounted police patrols may be an effective approach to general law enforcement.

Bicycle Counts

It is recommended that the Fairfax County DOT Bicycle Program establish an annual bicycle counting program. Other jurisdictions in the region recruit volunteers to assist with data collection; FCDOT may want to partner with FABB or WABA to get assistance recruiting volunteers.

This counting program will establish baseline usage levels from which progress can be measured over time. Because Tysons Corner is two-thirds enclosed by limited access highways, it is likely that 90 percent or more of existing bicyclists traveling in and out of Tysons Corner can be counted at eight points of entry/exit, including:

1. Spring Hill Road and 267;
2. Dolley Madison Blvd and Lewinsville Road;
3. Chain Bridge Road and Anderson Road;
4. VA Route 7 and the Beltway;
5. Gallows Road at Old Gallows Road;
6. Chain Bridge Road at Gosnell Road;

7. Old Courthouse Road at Gallows Road; and
8. Ashgrove Lane.

FCDOT Bicycle Program Staff

To effectively implement this plan, it is likely that the Bicycle Program will need an additional staff person. This will be especially important during Phases 1 and 2 when many new initiatives must be started, coordination patterns established, and facilities designed and implemented.

4.4 PHYSICAL IMPROVEMENTS

The physical improvements recommended in Phase 1 are summarized in Table 4.1 below and shown in Figure 4.1.

Table 4.1 Phase 1 Recommendations Summary

Improvement Category	Recommendations (Miles or Number of Improvements)
On-Road Bike Facility	11.1 miles
Off-Road Bike Facility	5.1 miles
Signed Bike Route	41.1 miles
Intersection Improvement	7 total
Interchange Improvement	2 total
Access Improvement	3 total
Bridge Improvement	1 total

As of January 2011, many of the physical improvements slated for Phase 1 are under construction, as they are associated with either the Silver Line or Beltway HOT Lanes projects. Other facilities are planned and either partially or fully funded. For a complete list of Phase 1 improvements see Appendix H.²⁴

In addition to the projects already planned or under construction, this Plan recommends additional projects for Phase 1, to enhance or complete connectivity to the Silver Line Metrorail stations. These projects are described below. They are relatively low-cost and achievable in a three-year timeframe – January 2011 to December 2013.

On-Street Improvements:

A list of the most important Phase 1 on-street improvements recommended by this Plan is provided in Table 4.2.

²⁴For a list of improvements by Facility Type, see Appendix I.

Table 4.2 New On-Street Improvements Recommended in Phase 1

Street Names	Bikeway Facility Type	Length in miles
Ashgrove Lane and Westwood Center Drive	Sharrow	0.3
Colshire Drive and Colshire Meadow Drive	Sharrow and Climbing Lane	0.4
Oak, Providence and Helena Streets	Sharrow	0.5
Hurst Street	Sharrow	0.3
Idylwood Road Bridge over the Beltway	Sharrow	0.1
Merry Oaks and Kidwell Drive	Sharrow	0.5
Trap Road	Sharrow	1.3
Beulah Road	Paved Shoulder	0.3
Clarks Crossing Road	Safety Signage	0.5

Due to the lack of lead time in planning for Phase 1 improvements, many on-street improvements are slated for Phase 2 and appear on the Phase 2 map.²⁵ However, it is likely that a number of these streets where bike lanes are recommended in Phase 2, will have shared lane markings (sharrows) installed in Phase 1, as an interim improvement. These streets include: Jones Branch Drive, West Park Drive, portions of Greensboro Drive, Kidwell Drive. Additional locations for shared lane markings should be considered on a case-by-case basis.

Intersection and Interchange Improvements

Phase 1 includes three already-planned intersection upgrades:

- Lewinsville Rd and Balls Hill Rd
- Dolley Madison Blvd and Lewinsville Rd
- Dolley Madison Blvd and Ingleside Rd

Two interchange upgrades are planned as a part of the Hot Lanes Project:

- VA 7 and I-495 (West)
- VA 7 and I-495 (East)

Because all of these improvements were planned prior to the Comprehensive Plan Amendment, it will be important to coordinate closely with VDOT regarding the design of these crossings.

In addition to these already-planned intersection and interchange upgrades, four more intersections are recommended for improvement in Phase 1.

- Old Courthouse Rd and Westwood Dr

²⁵It should be noted that Phase 2 begins in 2012, and overlaps two years with Phase 1.

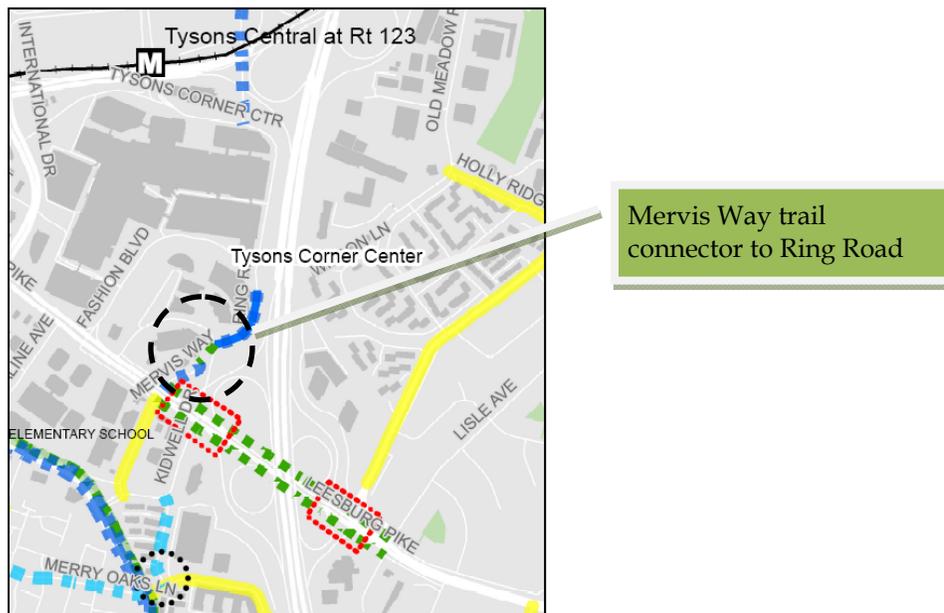
- Clarks Crossing Rd and Percussion Way
- Old Courthouse Rd and Creek Crossing Rd
- Towers Crescent Dr and Ring Road

Trail Construction

Two small trail construction projects are key to providing safe and adequate bicycle access to the Silver Line at the Tysons Central at 123 and Tysons East Metrorail stations.

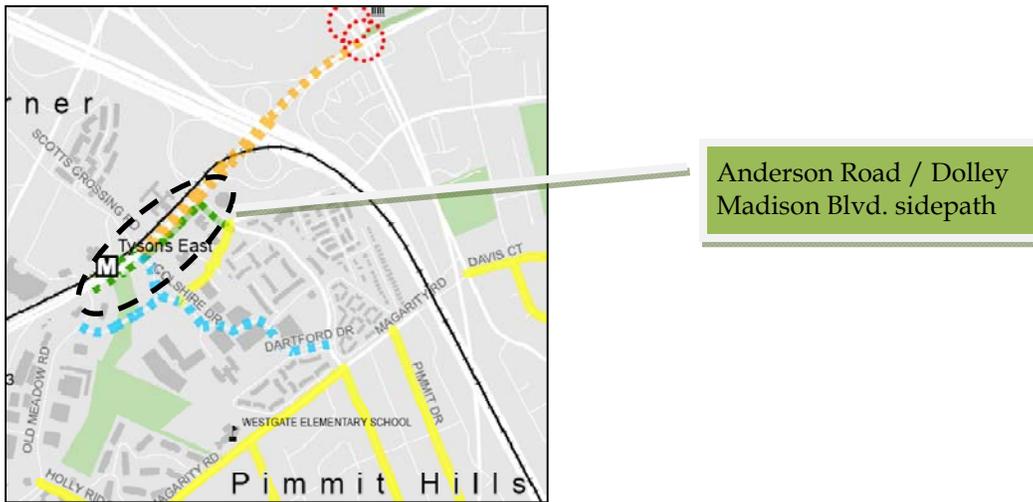
- At Mervis Way, a short trail segment is needed to connect to Ring Road, completing the path to Metro opened up by the Route 7 Beltway overpass improvements. This improvement, as shown in Figure 4.4, provides access for Pimmit Hills and Idylwood neighborhoods to the Tysons Central at 123 Metrorail Station.

Figure 4.4 Mervis Way Trail Connection



- Along one block of Anderson Road and along Dolley Madison Boulevard, the sidewalk needs to be widened to create a sidepath to the Tysons East Station (Figure 4.5). This will be the first and most critical improvement that will enable cyclists from the McLean and Langley areas to access the Silver Line without having to pass through the Dulles Toll Road interchange at Dolley Madison Boulevard.

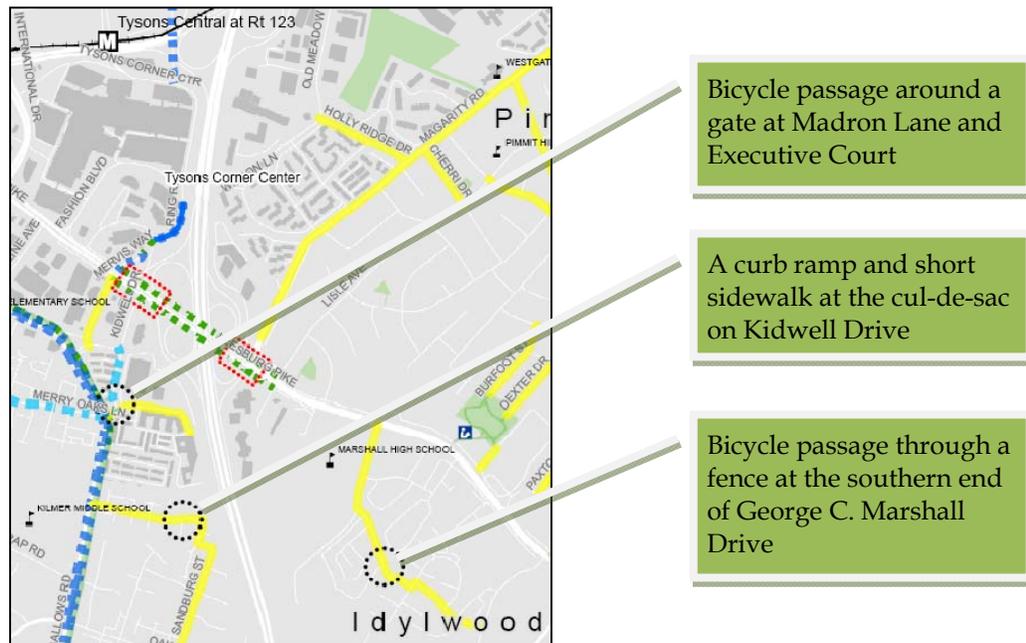
Figure 4.5 Anderson Road/Dolley Madison Boulevard Sidepath



Spot Access Improvements

Three spot access improvements would extend the catchment area of the Tysons Central at 123 station considerably to the south and east (see Figure 4.6). These projects will require coordination with relevant property owners or Home Owner Associations, and may involve a small amount of construction.

Figure 4.6 Three Spot Access Improvements



Signed Bicycle Routes

Due to their relatively low implementation cost, 41 miles of signed bicycle routes are recommended in Phase 1. This route system will be one of the most significant new components of the bicycle network.

These routes are specifically laid out to take advantage of streets and trails that are generally bicycle-friendly without requiring further improvement (such as bike lanes or sharrows), and to provide wayfinding guidance to Tysons Corner Silver Line Metrorail stations. They also take advantage of improvements expected to be completed in Phase 1, and some key linkages where the sharrows can be added a low cost.

Because guidance between Tysons Corner and the W&OD Trail was identified by the Bicycle Advisory Committee as a high-priority, many of the Phase 1 routes connect the W&OD Trail with Silver Line stations. The signed routes will use on-street and trail accommodations and provide directional and distance information geared to the cyclist. Table 4.3 below lists the routes recommended for signage in Phase 1. To identify the location of each route, match the number in the table below with the corresponding number on the map in Figure 4.1.



Table 4.3 Phase 1 Signed Routes

No.	Community Served	Distance	Silver Line Station Served
1	Towlston/Wolf Trap Area; The Trails		Tysons West
2	Alternate Route From W&OD Trail to Tysons West Metrorail Station		Tysons West
3	Neighborhoods West of Vienna		Tysons West
4	Vienna And Those Proximate to the W&OD Trail		Tysons West
5	Short Route Serving the Residential Neighborhoods Along VA 123, South of Gosnell Road		Tysons Central at 7
6	Town of Vienna		Tysons Central at 123
7	Many Neighborhoods to the South and East		Tysons Central at 123
8	Residential Community Immediately South Of Gosnell and Along Maple Avenue		Tysons Central at 7
9	Pimmit Hills		Tysons Central at 123
10	Pimmit Hills		Tysons East
11	Pimmit Hills		Tysons East

12	Chesterbrook Gardens; Devon Park	Tysons East
13	Lewinsville Heights, Mclean High School	Tysons East
14	Langley And Mclean-CBD	Tysons East
15	McLean Neighborhoods Along Dead Run	Tysons East
16	NE Core Of Tysons Corner	Links Tysons Central at 123 with Tysons West
17	An Alternate To VA 123 Linking Vienna And Mclean (Uses Routes 6, 9, 11, 13, and 14)	Vienna and McLean

Alternates to VA Route 123

Signed route #17 (listed in Table 4.3 and shown in Figure 4.1) provides an interim route between Vienna and McLean. Additionally, use of bicycle-on-bus services can function as an alternative to bicycling along VA Route 123. All Metro and Fairfax Connector (FC) buses are equipped to carry two bicycles, at no extra charge. However, for this to serve cyclists effectively, a new route (Metrobus or Fairfax County bus) with short headways will need to be established that goes from McLean to Vienna without leaving VA Route 123 for local stops in Tysons Corner. If new buses were purchased to serve this route, it is possible that an interior seat configuration can be used to allow for transport of 2 additional bicycles inside the bus.

Coordination

Coordination may be as important for the success of Phase 1 as the policy and program objectives discussed earlier. As the lead agency for plan implementation the Fairfax County Department of Transportation (FCDOT) Bicycle Program staff will need to coordinate with the following entities:

- Virginia Department of Transportation (VDOT)
- Metropolitan Washington Airports Authority (MWAA; constructing the Silver Line)
- Washington Metropolitan Area Transit Authority (WMATA; operators of the Silver Line)
- Developers, including the Macerich Corporation, Georgelas Group; Lerner Enterprises, the West Group (and others who may advance their development plans in the near future)
- Property Owners, Building Managers, Employers, Employee Bicycle Interest Groups
- Town of Vienna
- Fairfax Advocates for Better Bicycling (FABB)
- Board of Supervisors' staff
- Various Homeowner Associations (HOAs)
- Other County Agencies: Park Authority and Department of Planning and Zoning

- Northern Virginia Regional Park Authority (NVRPA; regarding signs on the W&OD Trail)

VDOT

Coordination with VDOT is beneficial in three primary ways: coordination of roadway design policy (as discussed previously), completion of various roadway and bicycle and pedestrian improvements currently under construction, and installation of the Signed Bike Routes.

A key issue will be ensuring that the bicycle accommodations across the ramps at Leesburg Pike (VA Route 7) and the Beltway (I-495) interchange are designed to maximize safety and convenience for cyclists. Also, the intersections at either end of this bridge (Lisle Ave/Ramada Road to the east; Old Gallows Road/Mervis Way to the west) should provide well-designed bicycle accommodations and transitions to the roadway, sidewalks and/or service roads that are just beyond the project limits. (These improvements correspond to the red rectangles on the Phase 1 map in Figure 4.3).

MWAA and WMATA

Coordination with the Metropolitan Washington Airports Authority (MWAA) and WMATA is important to address the question of bicycle parking at the new Silver Line Metrorail stations.

As of January 2010, the Metrorail station drawings indicate that a total 166 bicycle racks and 70 rental lockers will be distributed across the four Tysons stations. It does not appear that any of the racks as currently located on station property will be sheltered from rain or snow.

Bicycle Parking At Metrorail Stations

The following bicycle parking guidelines should be used to complete a more detailed analysis of the current Silver Line station site plans with regard to rack and locker locations.

- All racks should be covered, either by location under the overhead rail superstructure, by stand-alone canopies (such as modified bus shelters), or by locating them within the mezzanine or other indoor lobby areas.
- Consider locating racks in mezzanine areas, which will provide high security parking at the lowest possible cost.
- In the early years of Metrorail service in Tysons, residential population in the core of Tysons will remain lower than that in the surrounding communities. If racks are not located in the mezzanines, which are equally convenient to customers regardless of which station entrance they use, the quantity of racks per station should not be split 50/50 among the two station entrances. They should be split two-thirds/one third with the larger number located at the south entrances, which are generally the entrances that will be closest to the approach route of most cyclists, who will be coming from the surrounding communities.

- Lockers, on the other hand, probably should be split 50/50, as they will be used by cyclists for both bicycle access trips to the station and egress trips from the station to Tysons area destinations.
- The provision of bicycle parking at the Tysons Central at 123 station is of particular concern. A small number of racks are provided at the north entrance. The south entrance is going to have a small footprint and be isolated by busy roads on all sides. Coordination with the Tysons Corner Mall should continue to explore the optimum location for bicycle parking at this station, which if not located in the station mezzanine, maybe on outdoor Mall property that functions as “public space” for its existing and new developments.

Continued coordination with MWAA and WMATA should also determine if a different type of locker system can be used? Existing technology is on the market and in use in the U.S. that allows access to a bicycle locker with a “swipe card.” While a small fee is charged (pennies per hour), this type of locker would relieve both the cyclist and WMATA from long-term rental agreements and key transfers, which require “too much” planning ahead for quick trip to Metrorail.

In early 2011, WMATA is conducting a detailed bicycle parking assessment study and is considering expansion of its range of bike parking options provided at rail stations. Plans for the Silver Line Metrorail stations should be coordinated with this study.

Signed Bike Route Coordination

Implementation of the Signed Bike Routes will require coordination with a host of property owners, including VDOT, property and roadway owners in the core of Tysons, HOAs, the NVRPA regarding signs on the W&OD Trail, and the Town of Vienna.

A number of routes to Tysons pass through Vienna which has existing signed bicycle routes. The new routes recommended in this plan traverse the Town of Vienna, which owns and controls its streets. These routes are designed to serve the residents of Vienna as well as cyclists that use the W&OD Trail and pass through Vienna. For the recommended bike route system to be most useful, coordination with the Town and the local bicycle committee is key.

Bicycle Advocacy Groups

FABB, TYTRAN, and the bicycle interest groups at major employers will be important partners for many Phase 1 activities, including conducting the baseline bicycle counts, and organizing the encouragement programs that are recommended.

4.5 COST AND FUNDING

The improvements that are recommended in Phase 1 are relatively low-cost activities such as establishing signed bike routes and installing shared lane markings (sharrows). Phase 1 locations for bicycle lane installation and shared lane marking were selected because the impact to motor vehicle traffic will be minimal and the benefit for cyclists

will be significant. A summary of the estimated cost of implementing the recommended Phase 1 physical improvements is included in Table 4.4 below. More detailed information on the cost estimates is included in Appendix H.

Table 4.4 Phase 1 Recommendations Implementation Cost Summary

Improvement Category	Recommendations (Miles or Number of Improvements)	(2011 Total Cost)
On-Road Bike Facility	11.1 miles	\$265,557
Off-Road Bike Facility	5.1 miles	\$99,159
Signed Bike Route	41.1 miles	\$246,600
Intersection Improvement	7 total	\$25,000 - \$500,000 @
Interchange Improvement	2 total	NA
Access Improvement	3 total	\$10,000 - \$50,000 @
Bridge Improvement	1 total	Funded

4.6 CONCLUSION

The focus of Phase 1 is to provide convenient and comfortable bicycle access to and from the new Silver Line stations and sufficient bike parking at the stations. To supplement these physical improvements, there will be a coordinated set of encouragement programs that bring together Transportation Demand Management requirements and partnerships with the Tysons Partnership (future Tysons TMA), Fairfax Advocates for Better Bicycling, local employers and existing bicycle commuters. This will begin to build momentum for the more significant improvements to be implemented in Phase 2, as described in the following chapter.