

## 6.0 Implementing Phase 3 (2015-2019)

### 6.1 STRATEGY: GOALS AND OBJECTIVES

There are two years of overlap between Phases 2 and 3 to account for the lead time required for project development of more expansive infrastructure recommendations in Phase 3.

Phase 3 bicycle improvements will largely complete the bicycle circulation network within the core of Tysons Corner, as well as the network for accessing the Tysons Corner core from Wolf Trap, Vienna, McLean, Pimmit Hills and other surrounding communities.

Phase 3 includes projects that will be done in conjunction with redevelopment projects in the core of Tysons Corner. It will include bicycle facility upgrades on key routes surrounding Tysons Corner, as well as a second round of priority trail projects. Phase 3 includes significant expansion of the bike lane network, and safety improvements for the more challenging intersections in the Tysons Corner core. Specific objectives for Phase 3 support achievement of the following Plan goals:

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

- Complete on-street facility and trail networks within Tysons providing bicycle access to all areas of the core.
- Expand the on-street facility and trail networks surrounding Tysons Corner, including those in Idylwood, Dunn Loring, the Spring Hill Road area, and links to Vienna and McLean. Also includes a third round of Signed Bicycle Routes.

*Goal: Foster the development of a “bike culture” in Tysons Corner*

- Expand the bicycle-sharing service in greater Tysons Corner, as demand increases with employment and residential population growth, and the network of bicycle facilities expands.
- Continue to grow the Bike-Friendly Employer program by doubling corporate membership and doubling the quantity of bicycle parking provided in both public and private space.

*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, and occasional and regular.*

- By 2019, double bicycle commuting rates to Tysons Corner (over 2016 rates).
- Document increased bicycle use for resident and employee circulation within the core of Tysons Corner, access to Silver Line stations, and resident trips out of Tysons Corner to job, school, recreation and other attractions in nearby communities.

- Implement recommended trail system expansion and upgrades to support Safe Routes to School programs at schools such as Westbriar ES, Westgate ES, Spring Hill ES and the Pimmit Hills Library.

## 6.2 POLICIES

There are no policy actions recommended for Phase 3.

## 6.3 PROGRAMS

### **Safe Routes to School Programs at the Elementary Level**

Phase 3 may be the most appropriate time to initiate a comprehensive Safe Routes to School programs in the elementary schools. During this timeframe, safety education and encouragement programs can be combined with infrastructure improvements that will facilitate access to the schools, for example trails near Westbriar and Westgate Elementary Schools.

### **Bicycle Parking**

Also, in this timeframe the overall increase in bicycle-friendly infrastructure combined with new trail access to two of the Silver Line Stations, is likely to increase the need for bicycle parking capacity at the Tysons East and Tysons Central at 7 stations. Moreover, the increase in residential population within the core and ease of access from the surrounding communities will increase demand for bicycle parking at shopping centers and job sites.

A timely and highly responsive program for increasing the overall supply of bike parking as well as the diversity of equipment will be needed. Short term, weather protected parking will be needed in many locations, on-demand high-security parking will also be need for people who use a bicycle in Tysons frequently, but not necessarily every day. A web-based program may be the most efficient way for bicyclists, property owners and managers, and retail establishments to identify capacity expansion needs and proposed locations. Having a single, centralized procurement and installation administration will ensure that new equipment is installed in a timely manner and sited properly in public or semipublic space. It may be most effective for an organization such as the Tysons Partnership, which is operated by the local property owners and managers to provide this service for themselves--their employees and their visitors.

## 6.4 PHYSICAL IMPROVEMENTS

The physical improvements recommended in Phase 3 are summarized in Table 6.1 at the end of this chapter and shown in Figure 6.1 on the following page. More detailed information about these recommendations, as well as the Phase 3 signed bike routes is provided in Appendix H.

## On-Street Improvements

Improvements slated for Phase 3 are a combination of those that are of lower priority and those that may have greater impact on motor vehicle traffic. For example installing bicycle lanes along Great Falls Street, Electric Avenue and a portion of Beulah Road, is slated for Phase 3 because existing road widths on these street segments currently provide reasonable accommodations for cyclists.

Other bike lanes, such as those on Chain Bridge Road/Maple Avenue in Vienna and Chain Bridge Road in McLean, Gosnell Road, Tysons Boulevard, and Galleria Drive may have greater impacts on motor vehicle traffic. Pursuing these projects in a later phase may enable them to be implemented as part of redevelopment projects in these areas. It will also provide time for further study if it is deemed necessary.

## Intersection Improvements

Three important intersections in the heart of Tysons Corner should be addressed in conjunction with installation of on-street bicycle facilities on the roadways that pass through them:

- Route 7 and International Drive
- Route 123 and International Drive
- Gosnell Road/Westpark Drive and Route 7
- Six additional intersection improvements also are slated for Phase 3 (see the map in Figure 6.1).



# Bicycle Transportation Network: Phase 3 Accommodations (2016 - 2020)

Review Draft  
January 15, 2011

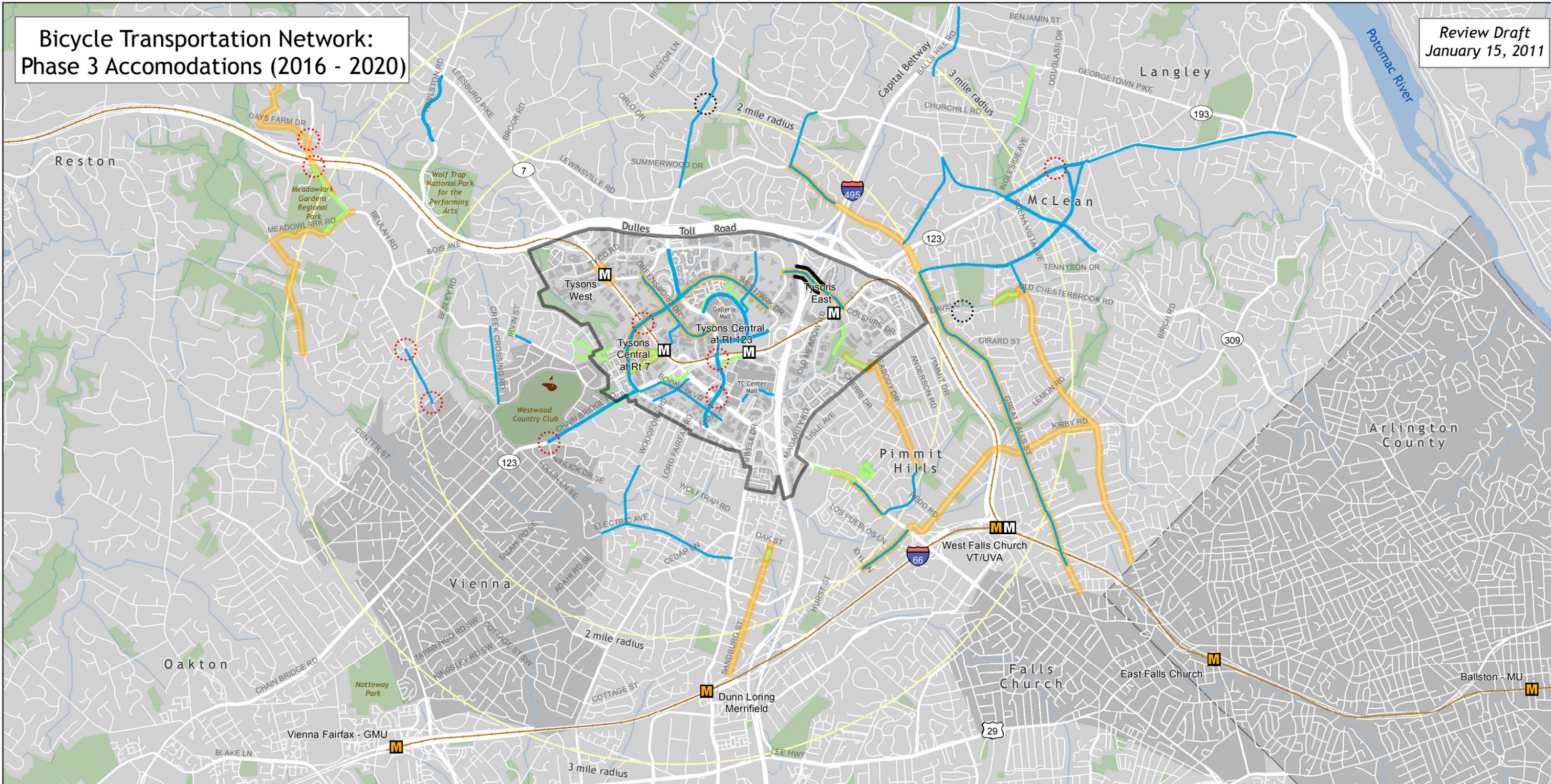
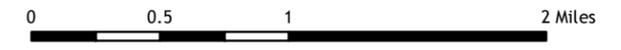


Figure 6.1



## Phase 3

- On-Road Bicycle Facility
- Trail Construction or Upgrade
- Signed Bicycle Route
- Intersection Improvement
- Interchange Crossing Improvement
- Spot Access Improvement
- New Bicycle/Pedestrian Overpass



## Overpasses

The lack of convenient crossings of the Beltway and Dulles Toll Road has been identified as a major barrier to bicycle access to and within Tysons Corner. Even with improvements, cycling through an Expressway Interchange is not an attractive proposition even if the best possible crossing accommodations have been provided.

Phase 3 includes a planned crossing using Scotts Crossing Road and the Hot Lanes access bridge being constructed as part of the Hot Lanes Project. The bridge would be extended east and bicycle lanes and sidewalks would be provided on the bridge. While this crossing will improve access to Tysons, additional crossings should be considered.



While they appear on the Phase 4 map in Chapter 7 (Figure 7.1), a number of additional bicycle/pedestrian overpasses are recommended in this plan, including the following:

1. Over the Beltway at the Westpark Drive HOT Lanes entrance/exit ramps
2. Over the Beltway at Marshall High School
3. Over the Dulles Toll Road at Park Street in conjunction with a possible westbound Toll Road entrance ramp
4. Over the Dulles Toll Road at Greensboro Extended, in conjunction with a possible westbound Toll Road entrance ramp (Discussed in previous chapter).
5. The Comprehensive Plan Amendment also included a possible vehicular crossing of the Beltway just north of the VA Route 7 crossing, which would include bicycle and pedestrian accommodations.

All of these crossings may not be needed. However, by the time Phase 3 begins the County should be studying a number of these crossings. To serve bicyclists and to complement the connectivity of the bicycle facility network recommended in this plan the following recommendations about additional grade separated crossings are provided:

- An exclusive bicycle and pedestrian crossing could be designed and located in such a way as to make it an architectural feature of Tysons and mitigating the unpleasant nature of the highway below.
- If crossings #1 or #4 above were found feasible and desirable, it would be prudent to refrain from investing in planned sidepath facilities through the interchanges near these crossings; the Beltway/VA Route 123 interchange and the VA Route 7/Dulles Toll Road Interchange. These sidepaths are unlikely to ever be used very heavily by

bicyclists or pedestrians, and their cost is not inconsequential. It is recommended that the cost of at-grade passage be combined with other funding and invested in a high-quality grade separation.

- The crossing at Marshall High School has significant safe-routes-to-school benefits and would provide traffic-safe passage connecting the two divided school catchment areas as well as their surrounding neighborhoods.
- The crossing in the Comprehensive Plan Amendment appears to be located in an area that would present many engineering challenges as well as result in steep grades for the approach on the Pimmit Hills side.
- The crossing at the Westpark Drive HOT Lanes interchange would be able to connect people east of the Beltway directly to both Malls and the heart of Tysons. It would be an efficient link for both pedestrians and bicyclists.

## Trail Construction

Phase 3 includes 5.6 miles of trail improvements. Some of the most important Phase 3 trail projects are described below.

- A shared use path along VA 123 in the center of Tysons, connecting the Tysons Central at 123 station with Boone Boulevard. This trail, combined with on road improvements on a section of the Chain Bridge Road Service Road will complete a parallel route along 123 between McLean and Vienna.
- A shared use path will link the Westbriar Elementary School to Tysons using Raglan Road and a new segment of trail to the Tysons Central at 7 stations. A number of routing options are shown on the map; however, it is likely that only one complete connection would need to be completed.
- A shared use path will link the Westgate Elementary School to the Tysons East station in the Scotts Run Stream Valley Park.
- A shared use path will provide a connection through the McLean High School Community Park. This path will open up a direct bike route to Tysons and the Tysons East Silver Line station to the communities along Old Chesterbrook Road.



The first three of these projects are closely related to expected redevelopment in their respective part of Tysons Corner and could be included in proffer packages from developers.

## Spot Access Improvements

Two simple spot access improvements are recommended in Phase 3. The Davis Court-Westbury link is passable today, but the curb ramps should be upgraded. A second spot access improvement would address the continuity of the sidepath along Spring Hill Road, north of Spring Hill District Park.

## Signed Bike Routes

18.6 miles of signed bicycle routes are slated for addition to the network in Phase 3. These routes will expand the signed route system along streets that receive facilities in Phase 3. See the map in Figure 6.1 for details.



## Coordination

In Phase 3, coordination among stakeholder groups will continue to be important to successful implementation. Partner agencies that will remain key include VDOT, developers, TYTRAN, WMATA, and the Town of Vienna.

Working with the Fairfax County Park Authority on the trail projects and the Fairfax County Public Schools on Safe Routes to School programs will be new coordination efforts in this phase.

FABB and the McLean Area Bicycle and Pedestrian Committee can continue to play a key role in engaging the local community and maintaining ongoing public support for plan implementation. Because Phase 3 includes a number of both on-street and off-street improvements in the McLean area, the Supervisor’s Office for this community should continue to ensure community involvement in the rollout of projects.

## 6.5 COST AND FUNDING

A summary of the estimated cost of implementing the recommended Phase 3 physical improvements is included in Table 6.2 below. More detailed information on the cost estimates is included in Appendix H.

**Table 6.1 Phase 3 Recommendations Implementation Cost Summary**

Improvement Category	Recommendations (Miles or Number of Improvements)	(2011 Total Cost)
On-Road Bike Facility	31.3 miles	\$2,654,460
Off-Road Bike Facility	5.6 miles	\$1,445,555
Signed Bike Route	18.6 miles	\$111,600
Intersection Improvement	9 total	\$25,000 - \$500,000 @
Interchange Improvement	0 total	NA

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Access Improvement	2 total	\$10,000 - \$50,000 @
Bridge Improvement	0 total	NA

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## 6.6 CONCLUSION

A feature recommendation in Phase 3 is to plan for, and implement over time, one or more major new crossings of the Beltway and Dulles Toll Road. These crossings would improve access for the communities north, northeast, and east of Tysons Corner. Phase 3 on-street and trail facilities will be provided in conjunction with development of new streets in the planned downtown grid, and will serve a growing residential population in the core of Tysons Corner.

During Phase 3, new trails will be provided that are aligned and designed to serve both transportation and recreation. Residential and commercial developers will be fully engaged in designing bike-friendly developments and providing bicycle support facilities to make bicycle-use prominent, convenient, expandable and ultimately commonplace. In doing so bicycling will be fully established in the physical environment and culture in Tysons Corner, setting the stage for the long-term vision for bicycling in Tysons, as described in the following chapter.