

Fairfax County Transit Development Plan

DRAFT Final Service Recommendations for Tysons Corner



Developed by



and



Submitted to

Fairfax County Department of Transportation

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PROPOSED TYSONS CORNER LINK SERVICE

The 2013 opening of Silver Line service to Tysons Corner will have a major impact on transit accessibility to this large regional activity center. To complement the rail service, an initial service concept for internal circulation routes in Tysons Corner has been developed. In order to keep the routes short and as direct as possible, the “Tysons Link”¹ service consists of five routes, described below. Previous circulation plans for Tysons had used one or two routes with a loop structure to cover the many trip generators in the area.

Each route was designed to connect areas of employment and residences with two Silver Line stations and shopping and eating establishments. All routes serve the Tysons Central 123 station, four of them also serve Tysons West, and one also serves Tysons East.

- The Beltway Link (orange on maps) serves the area inside the Capital Beltway, including the Capital One complex, Old Meadow Road, Colshire, and Tysons East station. It links these areas to Tysons Central 123 via Dolley Madison Drive, and during lunchtime will circulate through the Galleria at Tysons II.
- The East Link (green on maps) serves Jones Branch and the eastern edge of Westpark Drive, connecting employment and the Hilton hotel with the Galleria at Tysons II. It runs between Tysons West and Tysons Central 123, and also would make the lunchtime loop through the Galleria.
- The Central Link (navy blue on maps) serves residential areas such as the Rotonda and housing along Westpark Drive and then operates through the heart of the Galleria (using the mall road as the upcoming Lunch Shuttle will do) and then a loop through Tysons Corner Center.
- The Greensboro Link (pink on maps) operates between Tysons West and Tysons Central 123, and connects the employment along Greensboro Drive to Tysons Corner Center and Westwood Center Drive.
- Finally, the West Link (aqua blue on maps) operates along VA 7, Gosnell, Old Courthouse, Boone, and Gallows to provide access to buildings along VA 7 and areas to the west. It connects Tysons West and Tysons Central 123, and also serves Westwood Center Drive.

Operating statistics for the proposed routes are shown on the next page and maps of the five Link routes and how they would interface with other routes entering Tysons are presented on the following pages. In addition to the internal circulation just described, Chapter 7 of the Fairfax County Transit Development Plan (TDP) contains a number of recommendations designed to provide access to Tysons Corner from neighboring communities and other parts of the County.

¹ This is a working name for the purpose of discussing the service concept; a discussion of possible branding of the service and selection of a final name will occur later.

Proposed Tysons Link Routes

Tysons Link	Description	One-way miles	Headway	Buses
Beltway	Old Meadow and Capital One to Tysons Central 123	3.14	10	3
East	Tysons West to Tysons Central 123 via Jones Branch	2.56	10	2.5
Central	Tysons West to Tysons Corner Center via Rotonda, Westpark and Tysons Central 123	3.74	10	4
Greensboro	Westwood Center Drive to Tysons Central 123 via Tysons West and Greensboro Drive	2.01	10	2.5
West	Westwood Center Drive to Tysons Central 123 via Leesburg Pike, Gosnell and Old Courthouse	2.65	10	3
				15

The East and Greensboro Links would be interlined, operating a combined five buses. There would be a total of 15 buses in service for peak operations. A reserve bus should also be on standby to supplement service as necessary at times of heavy congestion.

The span of service for the system would be 5:30 a.m. to 11:30 p.m. on weekdays, 7:00 a.m. to 11:30 p.m. on Saturdays, and 8:00 a.m. to 9:30 p.m. on Sundays. These times would be adjusted to match commuting hours for mall employees as necessary.

The peak (10-minute) headway would be operated during normal commuting periods and lunchtime (11:00 a.m. to 2:00 p.m.) The lunchtime deviations of the routes would also operate during those lunchtime hours. At other times on weekdays, the shuttles could operate at a headway of 20 to 30 minutes with a total of six buses in service. Only the Central Link would be operated on weekends. With four buses, it could operate at a 10 minute headway.

A series of maps are presented on the following pages:

- The Tysons area showing nearby Orange Line Metrorail stations and the future stations on the Silver Line
- The five proposed Tysons Link routes at the same scale
- The Tysons Link routes plus neighborhood connector routes showing bus access to surrounding neighborhoods
- The Link and neighborhood routes plus regional connection routes, showing bus access to more distant areas
- Close-up maps of the Tysons Link routes, the second of which demonstrates the coverage within a ¼ mile buffer
- Focus on bus circulation around Tysons Central 123 station

Figure 1: Tysons Corner Area Overview

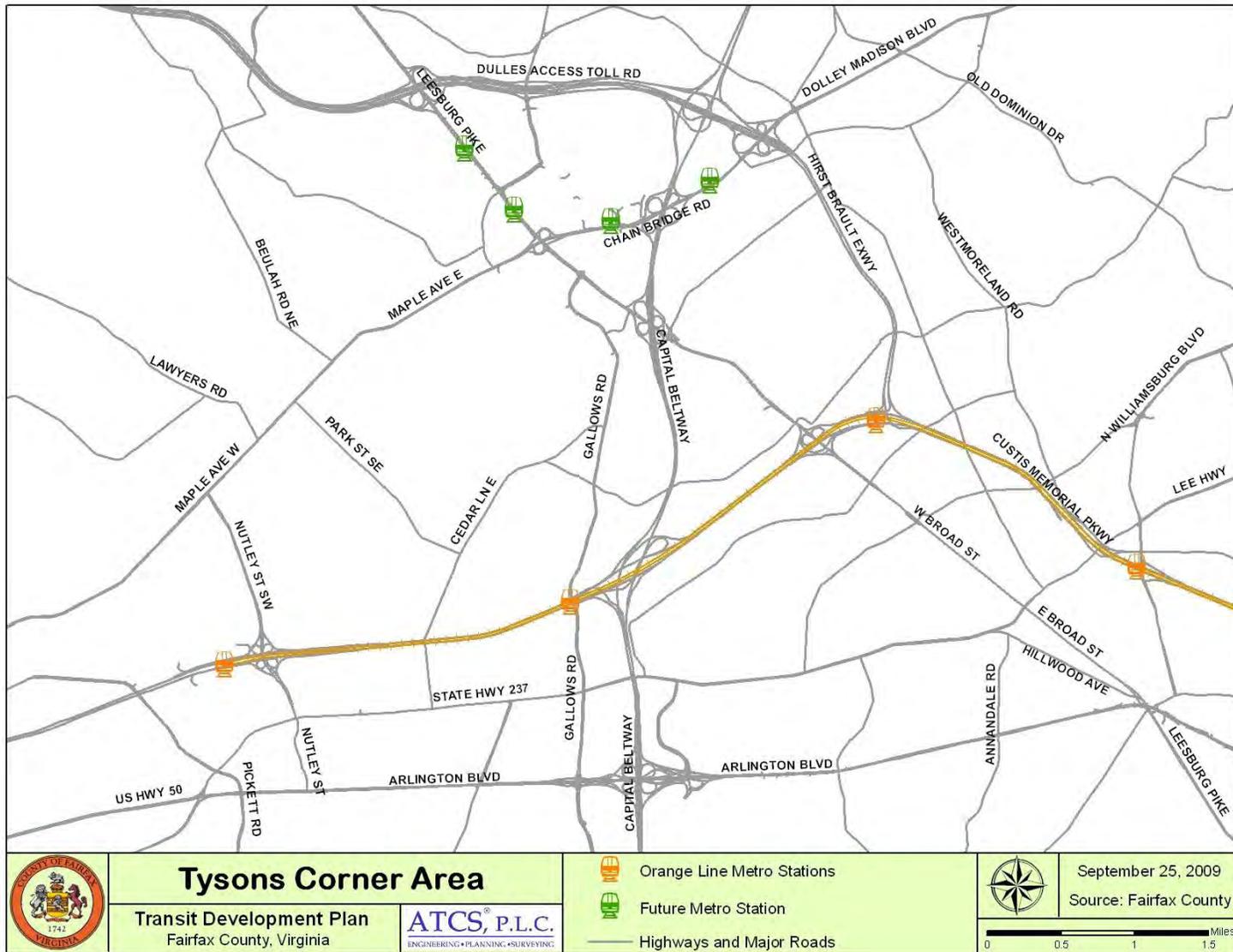


Figure 2: Proposed Tysons Link Routes (Area Level)

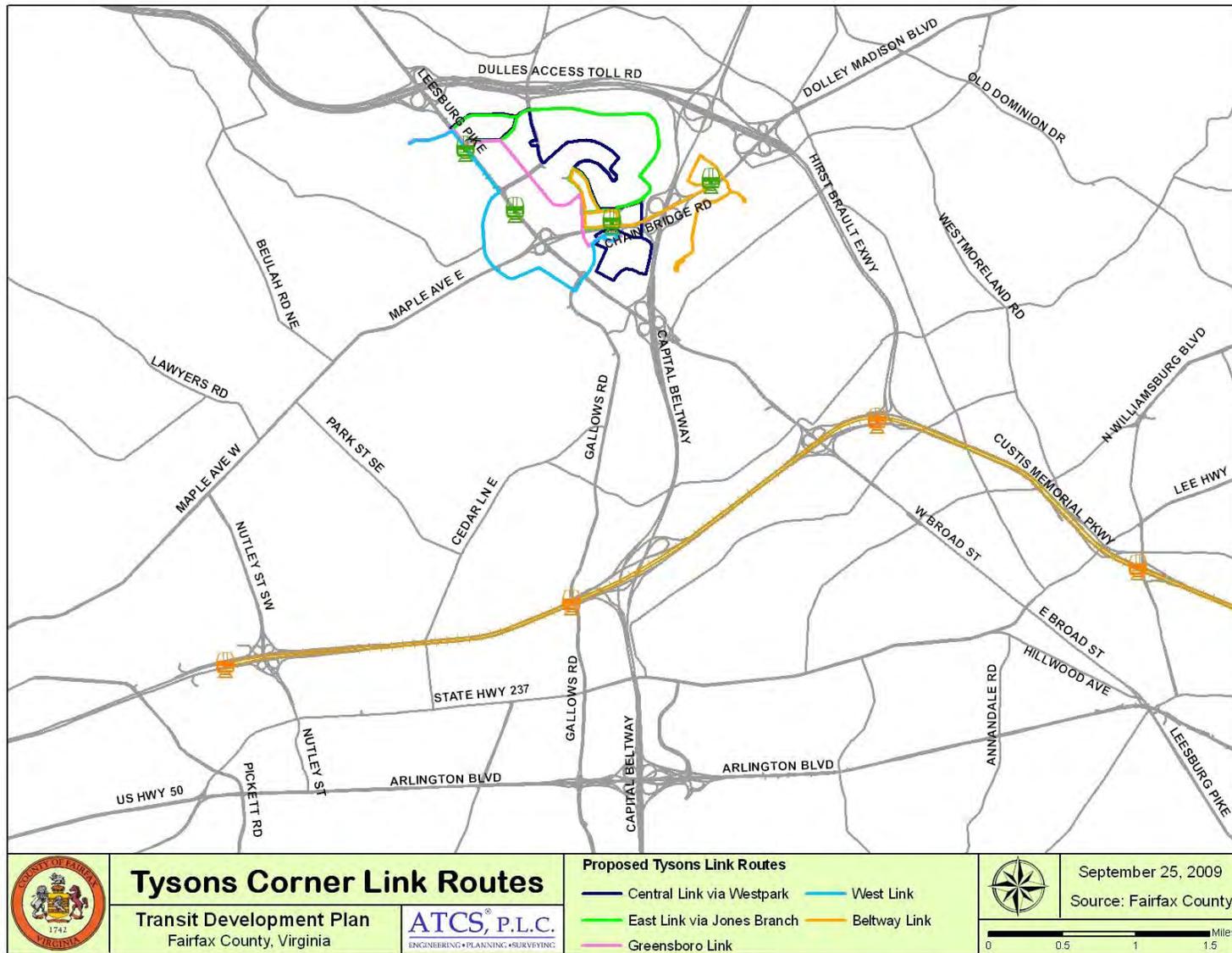


Figure 3: Tysons Corner Neighborhood Feeders and Tysons Link Service

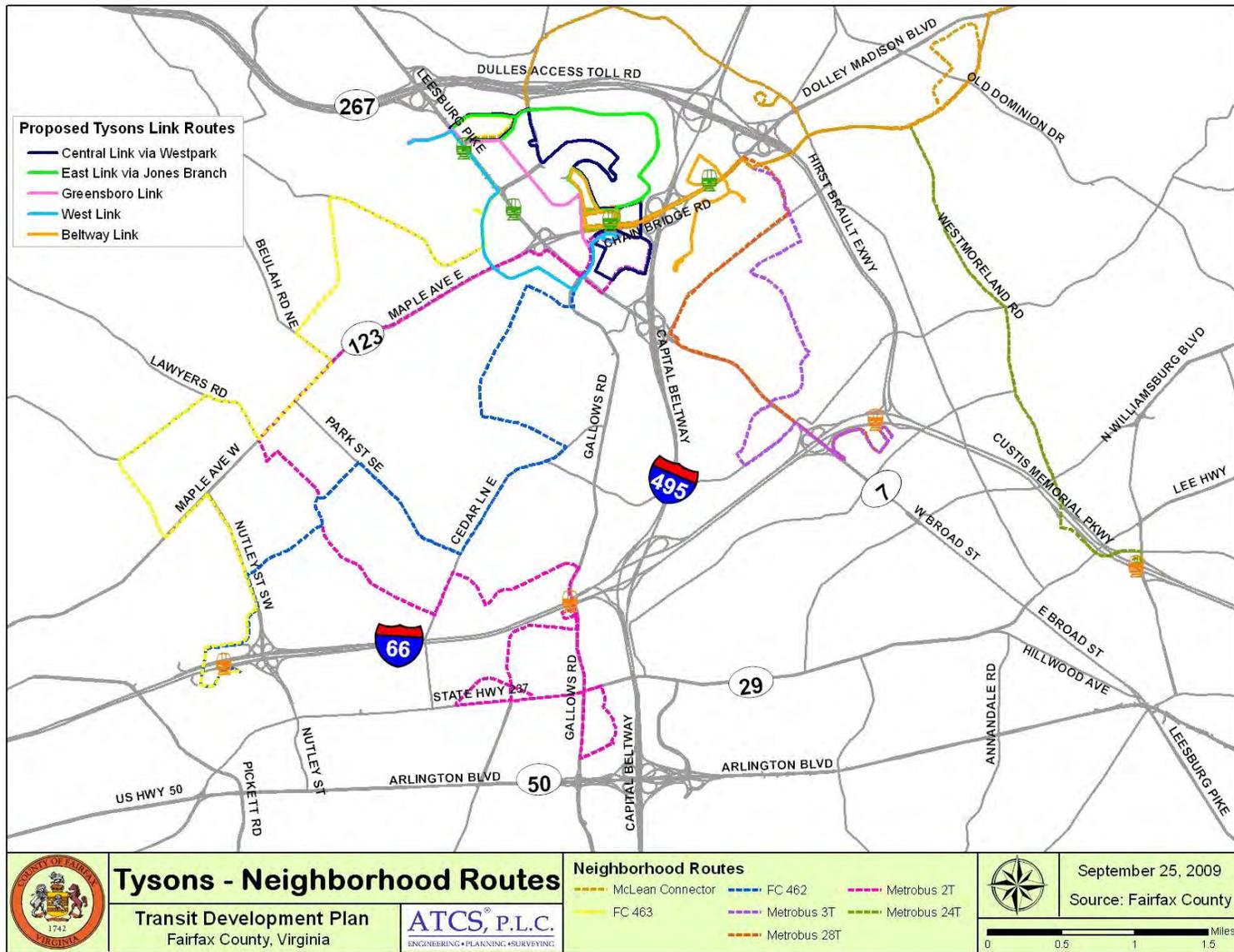


Figure 4: Tysons Corner Regional Routes, Neighborhood Feeders and Tysons Link Service

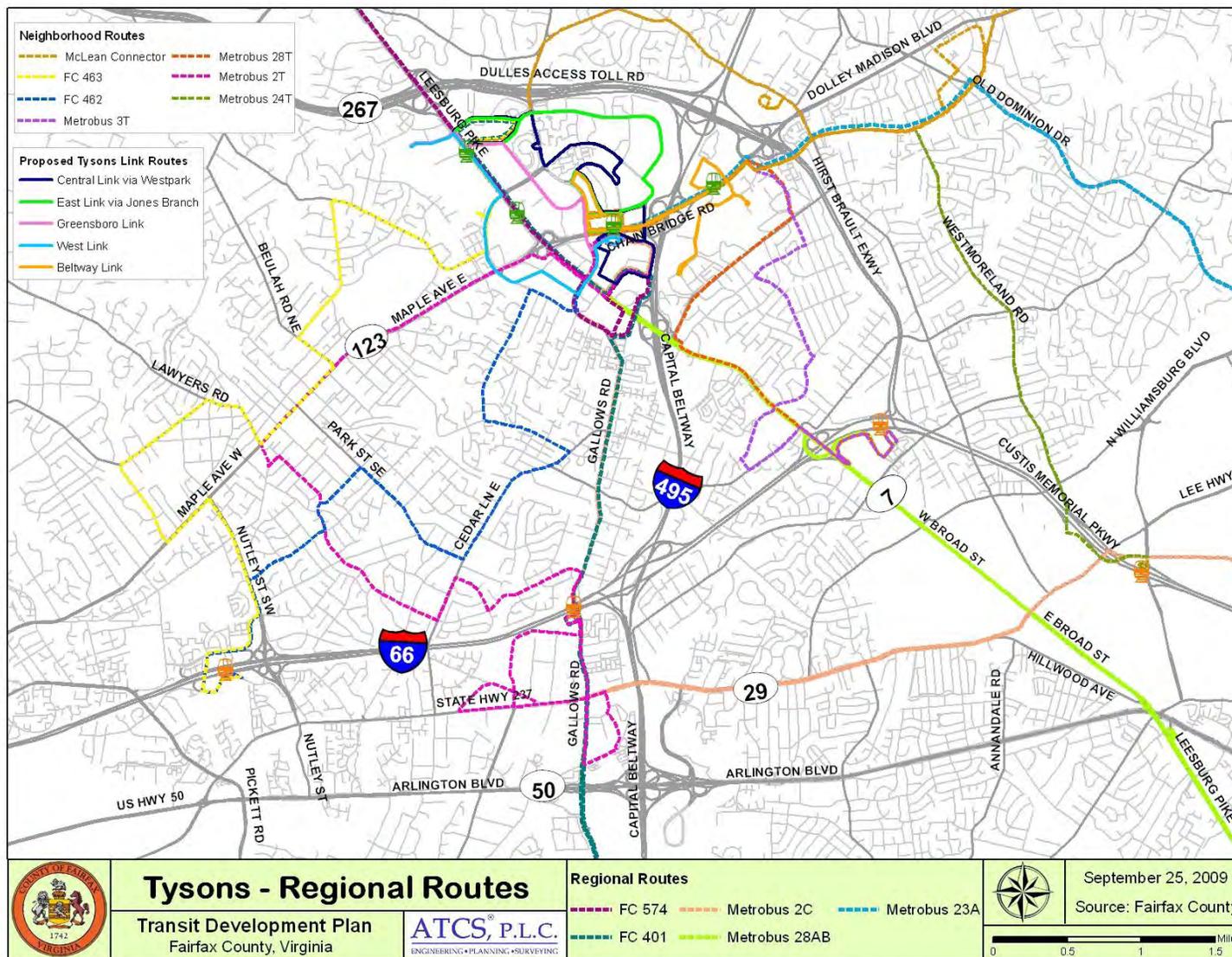


Figure 5: Proposed Tysons Link Routes (Zoom View)

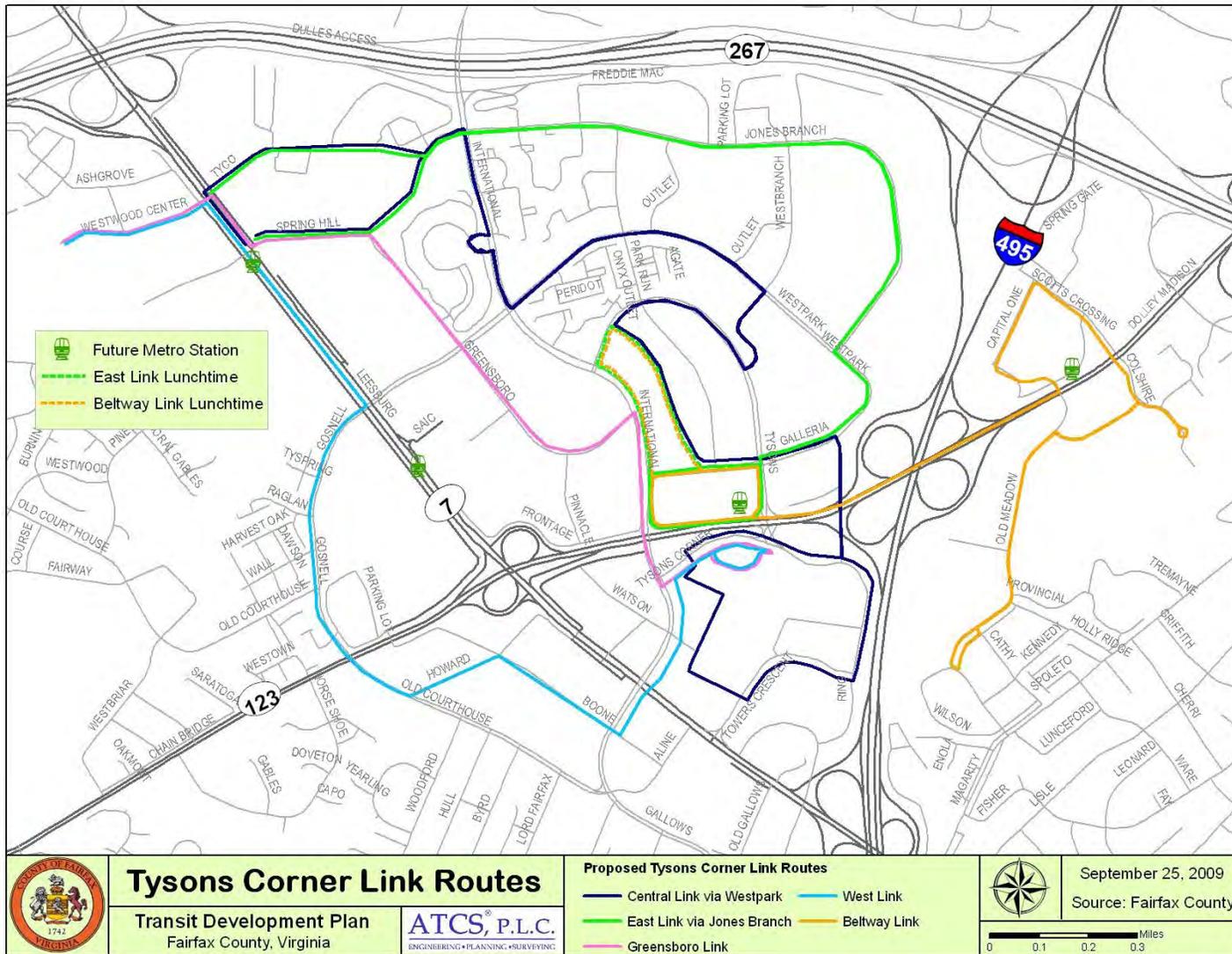


Figure 6: Proposed Tysons Link Routes ¼ Mile Buffer

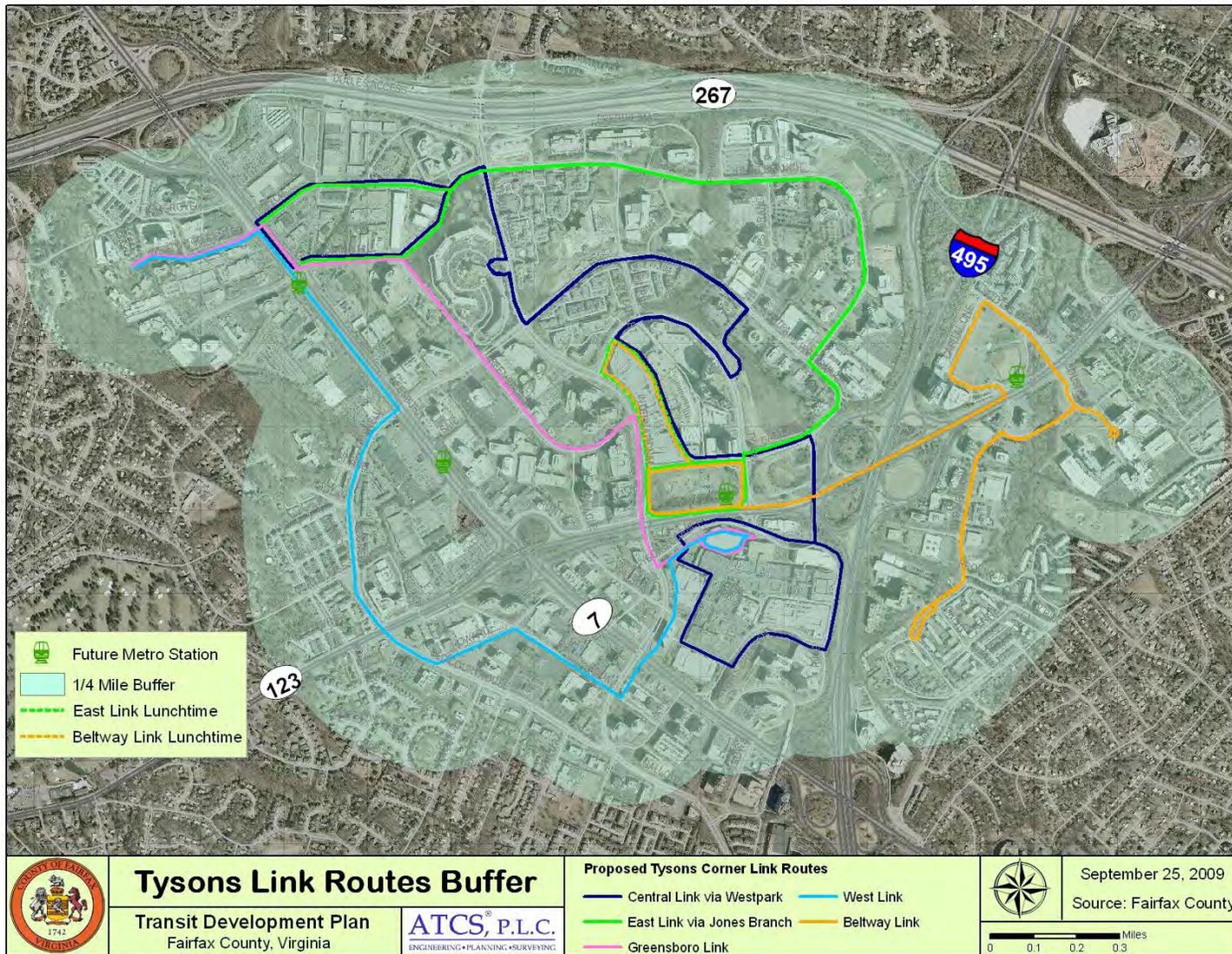


Figure 7: Tysons Central 123 View of Proposed Tysons Link Routes

