

Tysons Strawman Plan Text
Circulator Issues and Recommendations

1. Task Force Recommendation

- A system of three circulator routes is proposed to connect most of Tysons, specifically the North Central, East Side and Old Courthouse districts, with the four Metrorail stations and other districts in Tysons. To facilitate use of the circulator, it will be integrated with all other transit serving the greater Tysons area, and be accessible, frequent, and convenient for users. In order to accomplish this goal, the circulators should operate in their own dedicated right-of-way for as much of the proposed routes as possible.
- Guidelines for the final circulator routes include:
 - Connecting with at least two Metrorail stations.
 - Being as close as possible to the station entrance.
 - Serving locations with higher existing concentrations of trip origins and future high concentrations of residential and employment areas.
 - Reflecting industry best practices.
 - Traveling in both directions of route.
- In order to implement the conceptual circulator system, more detailed design, with consideration given to the desired development pattern, will need to be done. Details of the final circulator alignment that will need to be assessed include:
 - The specific connections between the circulator and the Metrorail system. This includes identifying where the connections will occur and how the two systems will be integrated at the transit stop.
 - Location of circulator stops throughout Tysons.
 - Circulator routes to connect the desired circulator stops, including identification of how the circulator fits into the roadway right-of-way (exclusive or mixed traffic).
 - Design of the circulator platforms and stops, including access and circulation plans for pedestrians, transit, bikes, and autos, and integration with the surrounding land uses.
 - Type of circulator mode (i.e., streetcar, fixed-route bus, jitney, etc).

2. Staff perspective on the Task Force Recommendation

- It is agreed that more analytical work needs to be done on the circulators, its routes, estimated ridership, etc.
- Bus service must be in place when the Metrorail stations open and is currently being planned; however, the vision for the circulators as described above would evolve in phases over time.
- A fixed-guideway circulator system would require a maintenance facility within Tysons Corner.

3. Staff Recommendation

- As a first step, an enhanced bus service should be planned to be in place when the Metro stations opens. An FCDOT study is currently underway to plan the enhanced bus service including bus routes serving the surrounding neighborhoods.
- The Circulator should be included as a concept in the Plan Text.
- A detailed study of the Circulator should take place that includes the identification of transit modes, system characteristics, and preferred route alignments. The study must also include analyses of the economic feasibility of one, two or three circulator routes, estimating capital costs, operating costs, and costs to acquire right-of-way. It is recommended that this study is scheduled to be initiated in the second half of 2009 and completed in mid-2010.
- Density increases associated with the Circulator should be proportionate to the reduction in vehicle trips generated by land uses within 600 feet of the circulator routes.