

Table 3
Cross-Reference Between
Traditional Highway Functional Classification Terms and
Urban Design Oriented Functional Classification Terms

| Highway Functional Classification | Urban Design Functional Classification |
|-----------------------------------|--|
| Primary Arterial | Boulevard |
| Minor Arterial | Avenue |
| Collector | Collector |
| Local | Local Street |
| N/A | Service Street |

Note: The cross-references shown in the table above are general in nature. Proper street names are not indicative of a street functional classification. Some variations may occur.

Map 87 shows a functional classification of the Tysons street network, including the grid of streets, ~~HOT~~Beltway- Express lane ramps and potential ~~reposed~~ new ramp locations to the Dulles Toll Road. The functional classification of streets in Tysons should be updated as the results of further related studies become available. Map 7 shows the conceptual grid of streets for Tysons Corner, including service streets. Future engineering analyses will result in updated versions of this map. The existing interchange ramps may need to be modified to accommodate new grid connections. It is expected that the design and construction of grid segments necessary to maintain acceptable traffic circulation for an individual development will be provided by that development.

FCDOT conducted a detailed analysis (the New Tysons Dulles Toll Road Ramps Study), in 2013, of the configuration of ramps from Tysons to the Dulles Toll Road. Two final alternatives were identified with both including collector-distributor roads paralleling the Dulles Toll Road and providing connection points to the grid of streets. The analysis found that three ramps connecting Tysons to and from the Dulles Toll Road are necessary in the long term. The findings might be adjusted, pending future analyses and recommendations, by the Metropolitan Washington Airports Authority (MWAA). Changes to the planned Tysons street network, as shown in Map 8, take into consideration the recommendations resulting from this study as well as recommendations associated with the Dulles Toll Road determined by MWAA.

Map 8 also distinguishes additional improvements needed to facilitate the grid of streets:

- **Dulles Toll Road Collector-Distributor Lanes and Additional Lanes** – The current concept for access to the Dulles Toll Road proposes collector-distributor lanes paralleling the through lanes in the Tysons area and where possible, extensions of grid streets tying into the collector-distributor roads to provide access to the Toll Road. In addition, there is a need to extend the collector-distributor lanes further to the west, from the Rt.7 interchange, as an additional one lane per direction on the Dulles Toll Road. Alternatives should be evaluated to determine if this is needed prior to implementation.

- Modified Intersection Treatment Area on Rt.123 (Superstreets) – Left turn movements may be modified at intersection approaches to facilitate regional through movement on boulevards. Right-of-way impacts are less than traditional roadway widenings. Additional attention should be paid to pedestrian and bicycle crossings at these intersections.
- Potential Ramp Improvements – Changes to ramp configurations and interchange operations are anticipated to facilitate efficient traffic movement and increase ingress and egress opportunities for the area.

Official Map of Public Streets in Tysons

The proposed “Grid of Streets” is critical to the future form and function of Tysons. The implementation of this network of arterials and local streets will be extremely challenging. Engineering studies will be done to refine the conceptual grid shown above. Consideration should be given to creating and adopting an “official map” of public streets in Tysons. An official map is a description of planned public streets. This map will establish the location and character of the public street network. It should be created with input and cooperation from local landowners, the Virginia Department of Transportation, and the Fairfax County Department of Transportation, and be adopted by the County.

—————The official map would be based on conceptual engineering sufficient to determine the center line and width of the right of way, in order to determine what is feasible to implement in each area. Adoption of an official map would help in the review of development applications.

Street Types and Design Guidelines

Street types describe the street as an element of the comprehensive framework of Tysons. Street types respond to the needs of traffic from vehicles, bicycles and pedestrians. In April 2010, the General Assembly of Virginia enacted HB 222, “Design standards for state secondary highway system components”, presently codified at Va. Code Ann. Section 33.1-69.001, which required the Virginia Department of Transportation to work in conjunction with Fairfax County to develop new context sensitive, urban design standards for the county.

In 2011, County staff worked with VDOT and Tysons stakeholders to develop context sensitive design standards to implement the comprehensive plan. The Memorandum of Agreement (MOA) and Transportation Design Standards represent a different set of design standards for Tysons. While the standards do not address every single condition encountered, they do provide significant flexibility, and will substantially reduce the number of design exceptions/waivers that VDOT would require under its existing Secondary Street Standards.

Street types in Tysons have been identified, with a conceptual overview of each type’s functionality, cross-section, scale, modal mix, and character provided on the following pages. The cross-section for each street type contains flexibility to be able to respond to particular needs in different locations.

Within Tysons-Corner, ~~streetpavement~~ cross-sections are to be designed to fit in an urban environment meeting the goals of Context Sensitive Solutions (CSS) while addressing safety,