

## Overview of Major Changes to the Transportation Section of the Tysons Comprehensive Plan (Phase II of Plan Amendment)

Planning Commission Tysons Committee  
Thursday, July 17, 2014

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## General Comments

1. Since the adoption of the Tysons Comprehensive Plan on June 22, 2010, a number of transportation studies and activities have been completed:
  - Circulator Study
  - Multimodal Transportation Hubs Study
  - Consolidated Traffic Impact Analysis (CTIA)
  - Dulles Toll Road Ramps Study
  - Bicycle Master Plan, update of bicycle parking requirements

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## General Comments (continued)

- Role of the Transportation Management Association (TMA) was determined
  - A Funding Plan for transportation improvements
2. The recommendations resulting from the studies and activities required:
    - Changes to the transportation section's maps and text
    - The addition of new material to the transportation section

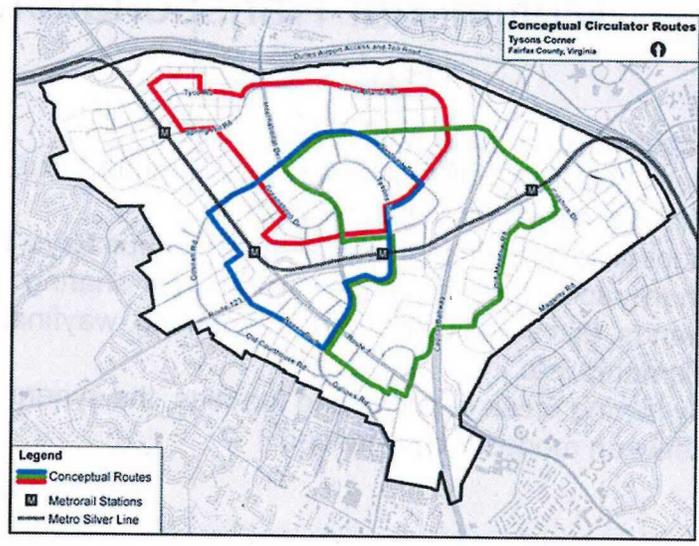
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## Circulator Study

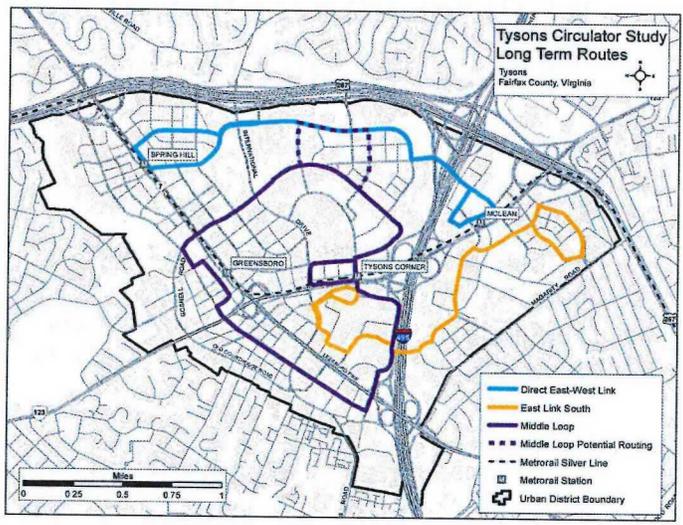
1. The first phase will be three bus routes operating in mixed-traffic, starting July 26, 2014
2. The Circulator Study addressed longer term needs for a higher capacity transit network in Tysons:
  - a. Identified a Circulator network that maximizes transit ridership and provides service to the greatest number of potential riders.
  - b. Identified bus as the most appropriate transit mode.
  - c. Left open the longer term possibility of streetcar as a mode option for all routes.
  - d. Identified transit preferential treatments (exclusive transit lanes, queue jumps, and transit signal priority) to support fast and reliable transit service.
3. The Board of Supervisors accepted these recommendations.

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### Circulator Routes (present plan text)



### Circulator Routes (proposed plan text)



## Multimodal Transportation Hubs Study

1. Focused on Hubs at Metrorail stations
2. Hubs contains multimodal services (Metrorail, bus, bike-sharing, car-sharing, taxi service)
3. Hubs also contain multimodal facilities (bus bays, bike-share racks, bike racks, bike lockers, car-sharing stands, taxi stands, kiss-and-ride parking, wayfinding elements, etc.)
4. By having these services and facilities, the synergy between modes are enhanced.

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## Multimodal Transportation Hubs Study (continued)

5. The study produced the following:
  - a. Conceptual designs
  - b. Implementation best practices
  - c. Recommended components of Hubs
  - d. Hubs siting and configurations
  - e. Phasing recommendations to accommodate development over time

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## Hub Elements (example)



## Consolidated Traffic Impact Analysis (CTIA)

1. More detailed transportation analysis of Tysons
2. Used updated land use estimates based on rezoning cases
3. Higher level of development in Tysons East compared to what was used in the transportation analysis for present Comprehensive Plan (20% increase)
4. Determined right-of-way needs for grid of streets
5. Additional transportation improvements for Tysons East and Tyson Central (Table 7B)

## Consolidated Traffic Impact Analysis (CTIA) (continued)

6. Some changes to grid links and functional classification
7. CTIA model also used for Ramps Study
8. Significant reduction in vehicle trips due to transit, internal trips, TDM. This resulted in a 4:1 ratio of land use growth compared to peak period vehicle trip growth to and from Tysons

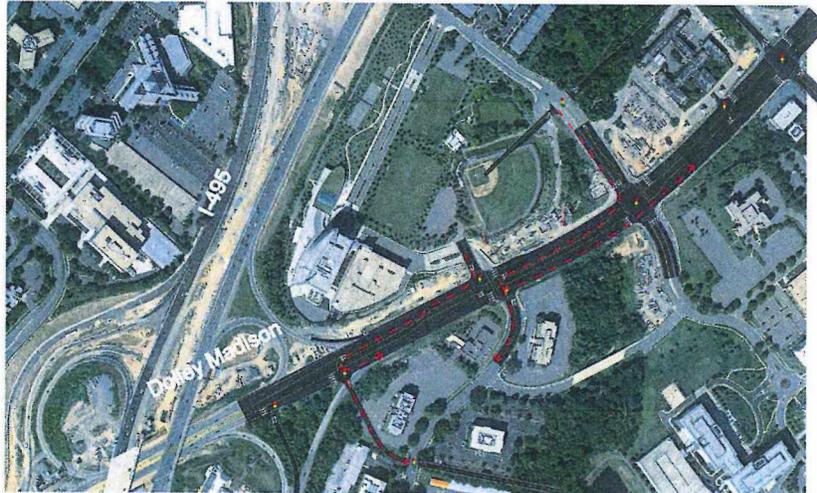
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## Table 7B Components

1. Modified Intersection Treatment (Superstreet) configuration along Route 123 between International Drive and the Dulles Access Road overpass.
2. Changes to the northwest quadrant of the interchange where Route 123 connects with the Dulles Access Road. These changes will tie in the grid of streets with the endpoint of the ramp from eastbound Dulles Access Road to Road 123.
3. Improvements to the connection of Magarity Road and Route 7.

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## Superstreet in Tysons East



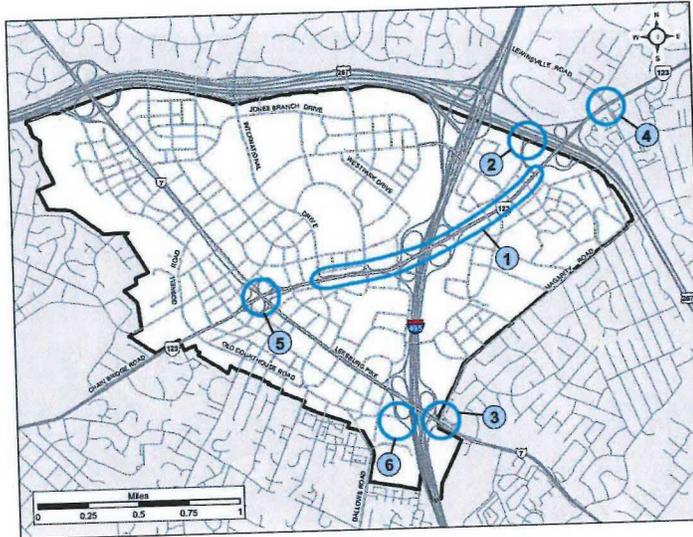
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## Table 7B Components (continued)

4. A grade separation along Route 123 at the Lewinsville Road and Great Falls Road intersection.
5. A reconfiguration of the Route 123 / Route 7 interchange to allow additional capacity.
6. New ramp to I-495 southbound at Gallows Rd, at Gallows Branch

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## Location of Table 7B Components



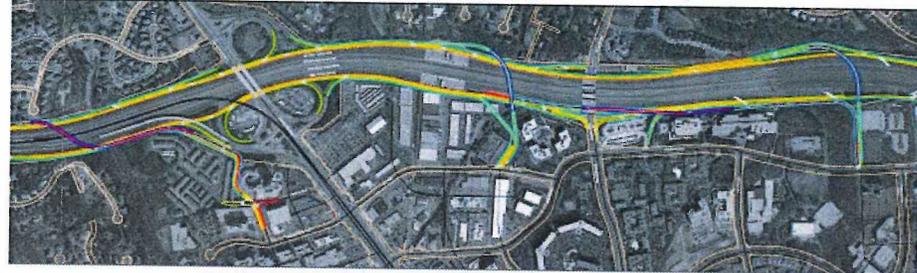
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## Dulles Toll Road Ramps Study

1. Detailed analysis completed
2. Three bi-directional additional ramps between Tysons and the Dulles Toll Road (DTR) are required
3. Two final alternative ramp configurations were identified.
4. The Metropolitan Washington Airports Authority is conducting an analysis of the DTR. The above findings might be adjusted pending the results of this analysis

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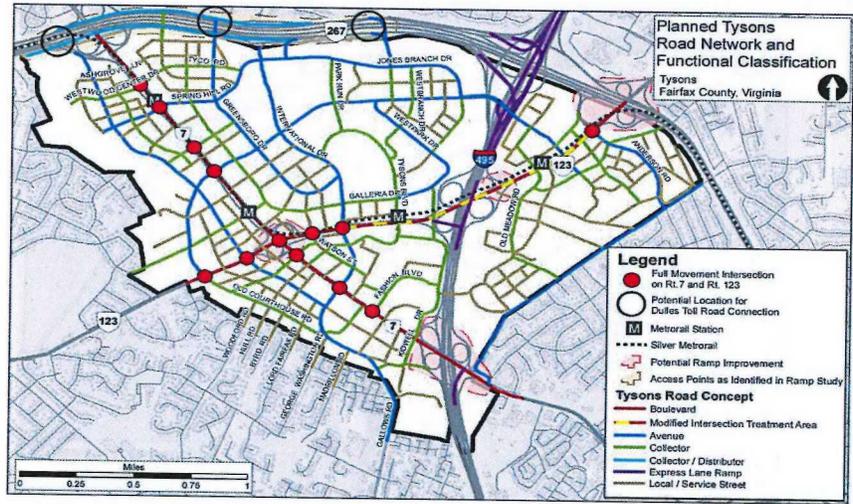
### Tysons Ramps: CD Option



### Tysons Ramps: Urban Frontage Option



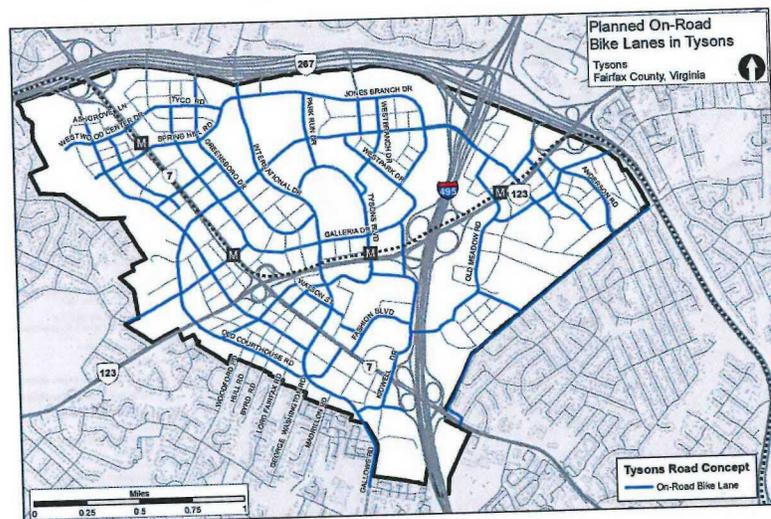
### Tysons Road Network



## Bicycle Network and Parking

1. Map has been updated to show on-road bicycle facilities
2. A reference to the Bicycle Master Plan has been added to the text . The Bicycle Master Plan provides more detailed recommendations
  - a. The Bicycle Master Plan has been presented to the Planning Commission (PC) and the BOS
  - b. The Bicycle Master Plan is scheduled to go before the PC on Oct. 1, 2014 and the BOS on Oct. 28, 2014
3. Bicycle parking requirements have been updated

## Bicycle Network





## Transportation Management Association

1. Tysons Transportation Management Association (TMA) purpose:
  - a. Information dissemination for all travelers, commuters, and residents
  - b. Educate the public on transportation options
  - c. Assist development community with implementing proffered TDM programs
  - d. Consolidates monitoring and documentation of TDM reductions

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## Transportation Management Association (continued)

2. Strategic business plan crafted by the Tysons Partnership in close coordination with the County
3. Formal Board action on July 1, 2014 established the Tysons Partnership as the operator of the TMA
4. TMA next step:
  - Establish agreement specifics for transfer of proffered TMA funds to the Partnership

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## Funding Plan

### Table 7

1. Key components of funding plan
  - a. Tysons grid of streets transportation fund
  - b. Tysons-wide transportation fund
  - c. Tysons service district
  - d. C&I taxes and HB2313 revenue
  - e. Other state and federal revenues

### Table 7b

1. Not included in funding plan
2. Funding sources include local, regional, state, and federal funding plus additional developer contributions

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Questions?

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