BOARD OF SUPERVISORS MODIFICATION TO STAFF RECOMMENDATION
PLAN AMENDMENT 2021-CW-T1 (Route 7 Bus Rapid Transit)
July 25, 2023

Additional modifications to the staff recommendation are proposed. The modifications to the staff recommendation are identified below in bold font and yellow highlight. Staff-recommended text that is proposed to be deleted is shown as ~~**strikethrough**~~, and text proposed to be added is shown as **underlined**.

The Comprehensive Plan will be modified as shown on pages 20 to 27 of the staff report dated May 30, 2023, with the following modifications:

MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area II, Tysons Urban Center, Amended through 2-23-2021, Areawide Recommendations: Transportation, Page 42:

"Alternatives to automobile travel, especially **pedestrian, bicycle, and** transit, will become increasingly important to maintain a balance between land use and transportation, ensure tolerable levels of congestion **for all travelers** are not exceeded for long periods of time, limit negative impacts to economic activities, and create a healthier, more sustainable environment. For these reasons, alternatives to automobile travel should meet increasingly higher targets over time. To achieve this, it is essential to implement the following strategies:

- Provision of the necessary transit infrastructure and services to increase transit use over time including Bus Rapid Transit.

- Achievement of higher vehicle trip reduction levels over time **by making the corridor more walkable and bikeable and applying** ~~**through**~~ transportation demand management (TDM) programs. **This includes** ~~**including**~~ an increase in carpooling, telework, the application of variable working hours, and reducing the ratio of parking spaces to commercial floor area"

MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area II, Tysons Urban Center, Amended through 2-23-2021 Areawide Recommendations: Transportation Page 50:

- "As development occurs, **more walkable and bikeable** street network planning should be refined and updated to define alignments and establish the role of streets as more detailed planning and development occurs.

- Street networks should provide a high level of connectivity so that drivers, pedestrians, **cyclists**, and transit users can choose the most direct routes and access urban properties. Connectivity should support the desired development patterns. Street networks should provide intermodal connectivity to easily transfer between modes.

- Street network capacity, including alternative paths, and redundancy should be provided

through a dense, connected network (a grid) rather than through an emphasis on high levels of vehicle capacity on individual arterial facilities. This approach ensures that the street network can support other objectives such as pedestrian **and bicycle travel ~~activity~~**, multimodal safety, Bus Rapid Transit, access to rail stations, and support for adjacent development."

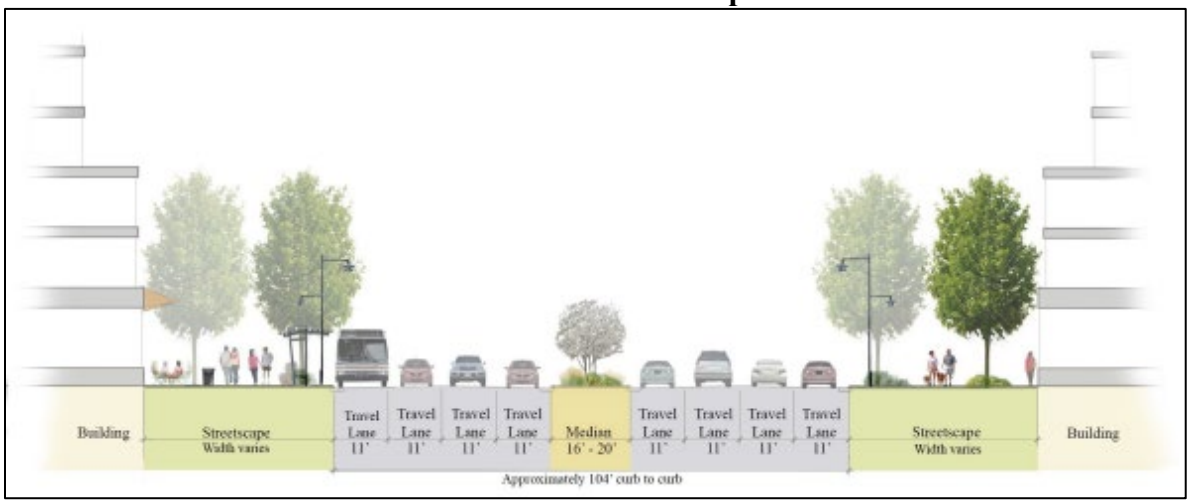
MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area II, Tysons Urban Center, Amended through 2-23-2021 Areawide Recommendations: Transportation Pages 54-59:

"*Boulevards (Principal Arterials)*

Route 7 and Route 123 are both boulevards (principal arterials). Boulevards will be the most important multi-modal connectors and thoroughfares within Tysons. In addition to carrying the largest volume of automobile traffic, they also have the ability to accommodate the Metrorail, circulator, bus, bicycle, and pedestrian modes within their rights-of-way.

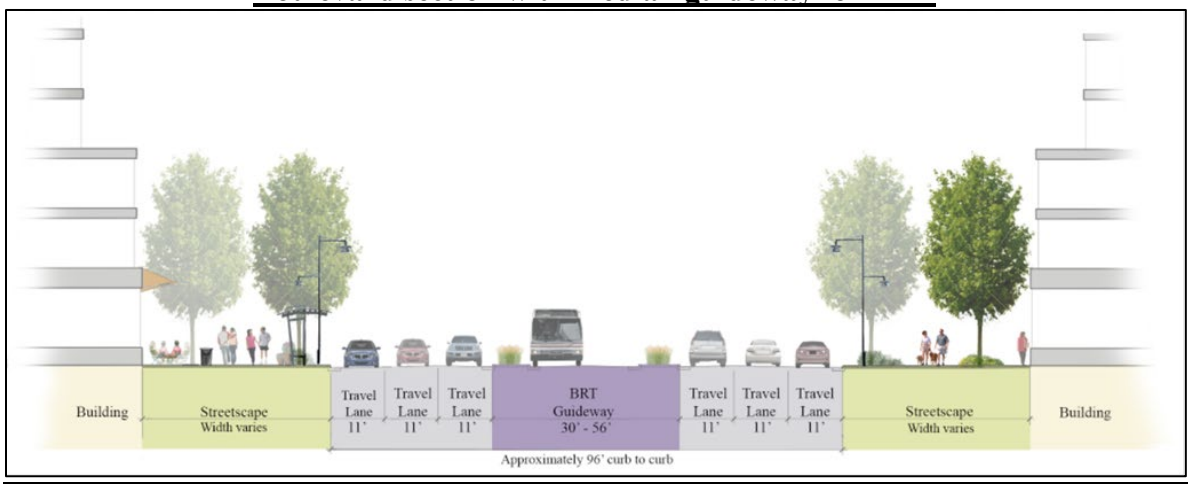
Boulevards may have three to four travel lanes in each direction. Medians are necessary to provide a pedestrian refuge, rights-of-way for turn lanes and/or to accommodate Metrorail or bus rapid transit (BRT) on portions of Leesburg Pike and Chain Bridge Road/Dolley Madison Boulevard. In addition, boulevards will have wide sidewalks with street trees on each side. Some portions of boulevards may include shared or dedicated lanes for the Circulator System. **Figure 1 below provides a general cross section depicting the number of lanes and other streetscape elements. These cross sections are subject to further refinement in the future.**

Figure 1
Boulevard section with landscaped median



ADD: Fairfax County Comprehensive Plan, 2017 Edition Area II Tysons Urban Center, Amended through 2-23-2021 Areawide Recommendations: Transportation Page 55:

"Figure 1B
Boulevard section with median guideway for BRT



Boulevard cross section dimensions:

- The desirable width of the median is 20 feet to allow safe pedestrian refuge.
- 3 to 4 lanes per direction (11 feet for each lane), including BRT lanes, where shown on the Transportation Plan Map.
- The lower range of the BRT guideway is assumed where there are no intersections, and the higher end is anticipated at intersection/station locations.
- The BRT guideway and travel lanes should be accommodated within the approximate curb-to-curb measurement"
- Refer to the Urban Design Recommendations for guidance on the streetscape.

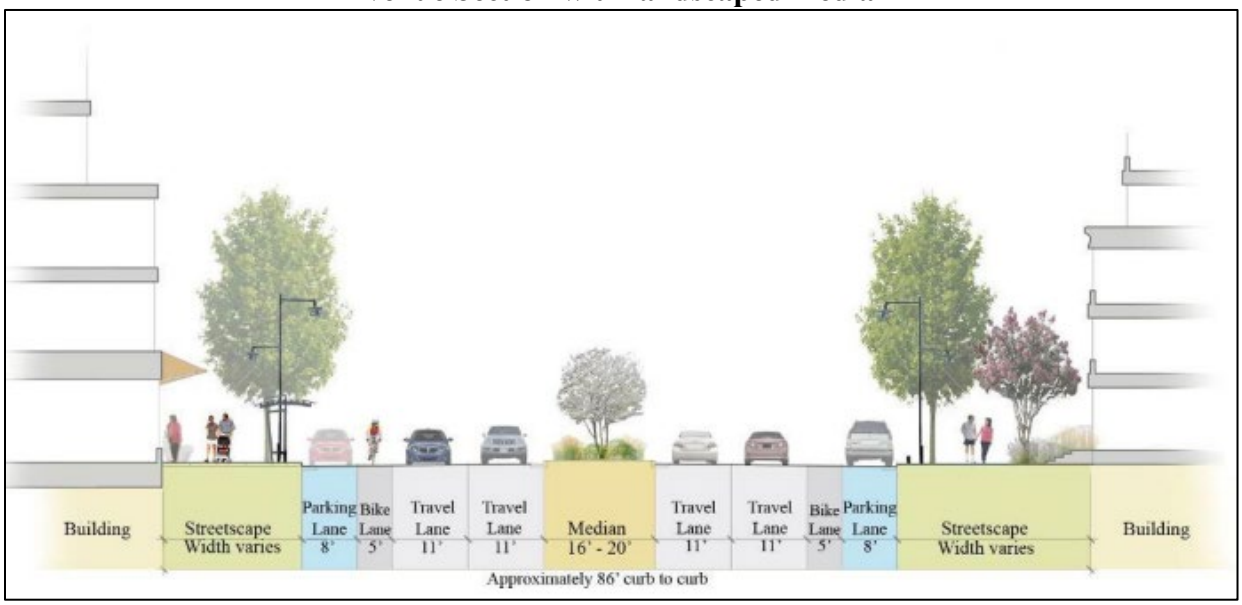
Typical street cross sections are depicted above. Although dimensions are noted, final street design will require accommodation of all applicable road design infrastructure. Additionally, final street designs may vary as necessary to address other design and engineering goals and requirements such as Bus Rapid Transit on select corridors.

Avenues (Minor Arterials)

Boone Boulevard, Greensboro Drive, and Westpark Drive are examples of avenues. Avenues support Boulevards by providing alternative paths and diverting vehicular traffic away from them. Portions of avenues may also accommodate circulators and provide desirable addresses to new business and residential development. These streets may generally have two travel lanes in each direction, on-street parking, wide sidewalks, and bike lanes. Medians are not preferred but may be necessary depending on design, safety, operation, and capacity considerations.

Additionally, avenues extend into the interior of Tysons, connecting residential and employment areas. Uses and character of avenues will range from transit oriented mixed use with street level retail within the station areas, to neighborhood residential within non-station areas like East Side and North Central. Many portions of the avenues could also accommodate circulators or Bus Rapid Transit on shared or dedicated lanes. **Figure 2 below provides a general cross section depicting the number of lanes and other streetscape elements. These cross sections are subject to further refinement in the future.**

Figure 2
Avenue Section with landscaped median"



ADD: Fairfax County Comprehensive Plan, 2017 Edition Area II Tysons Urban Center, Amended through 2-23-2021 Areawide Recommendations: Transportation Page 56:

Figure 2B
Avenue section with median guideway for BRT

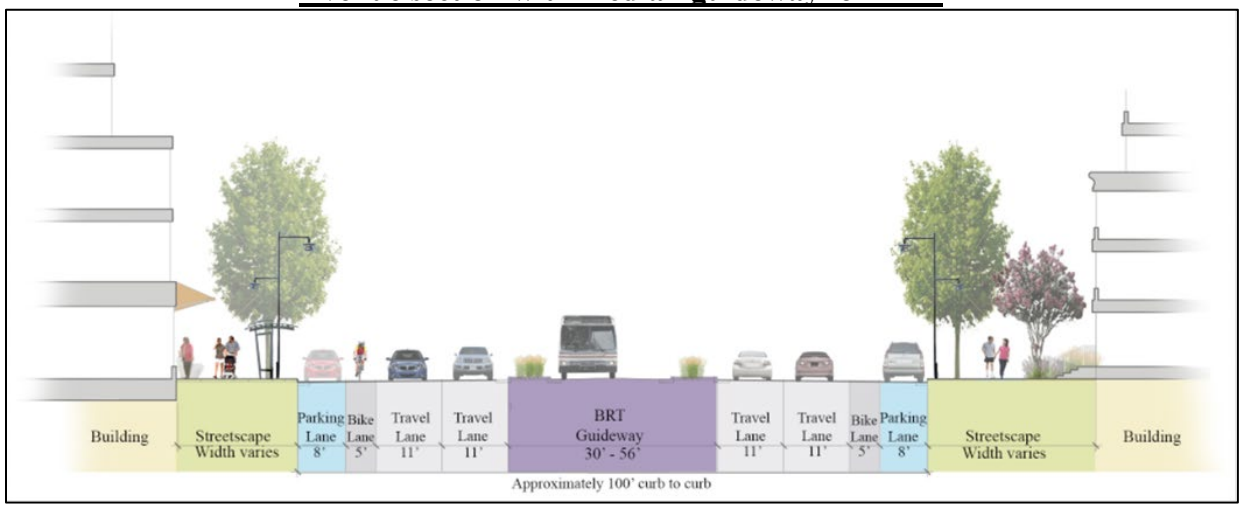
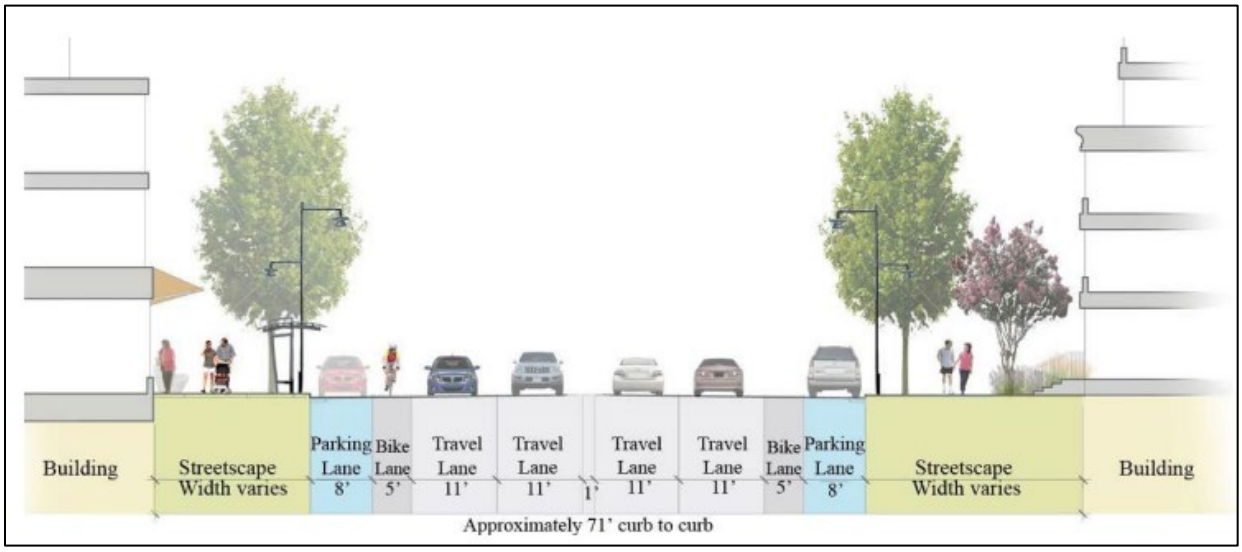


Figure 3
Avenue section with no median



Avenue cross-section dimensions:

- Accommodate Circulator, as identified in the Tysons Circulator Study, or as Tysons Circulator Study may be amended in the future.
- 2 or 3 travel lanes per direction (11 feet for each lane, 10 feet for streets that are residential in character), including BRT lanes, where shown on the Transportation Plan Map.
- The lower range of the BRT guideway is assumed where there are no intersections, and the higher end is anticipated at intersection/station locations.
- The BRT guideway and travel lanes should be accommodated within the approximate curb-to-curb measurement
- Accommodate Bus Rapid Transit, as shown on the Transportation Plan Map.
- On-street parallel parking is recommended. This parking may be prohibited during peak periods to address traffic capacity needs on some streets.
- 8 feet for on-street parallel parking per direction.
- 5 foot on-road dedicated bike lane per direction.
- The desirable width of the median, if provided, is 20 feet to allow safe pedestrian refuge.
- Refer to the Urban Design Recommendations for guidance on the streetscape.

Typical street cross sections are depicted. Although dimensions are noted, final street design will require accommodation of all applicable road design infrastructure. Additionally, final street designs may vary as necessary to address other design and engineering goals and

requirements. For example, a parking lane and a bicycle lane may be combined to operate as a travel lane during peak periods in some locations.

Collector Streets (Collector)

Collector streets within Tysons will connect local streets, with slow-moving traffic, to higher speed facilities like avenues and boulevards. Collector streets typically have one or two travel lanes in each direction. They are slow-moving lanes with traffic calming elements such as bulb-outs at intersections, frequent pedestrian crossings, parallel on-street parking, bike lanes and wide sidewalks to maximize walkability. Medians are not preferred but may be necessary to provide pedestrian refuge or turn lanes. **Figure 4 below provides a general cross section depicting the number of lanes and other streetscape elements. These cross sections are subject to further refinement in the future.**

Figure 4
Collector street section with one travel lane in each direction and no median

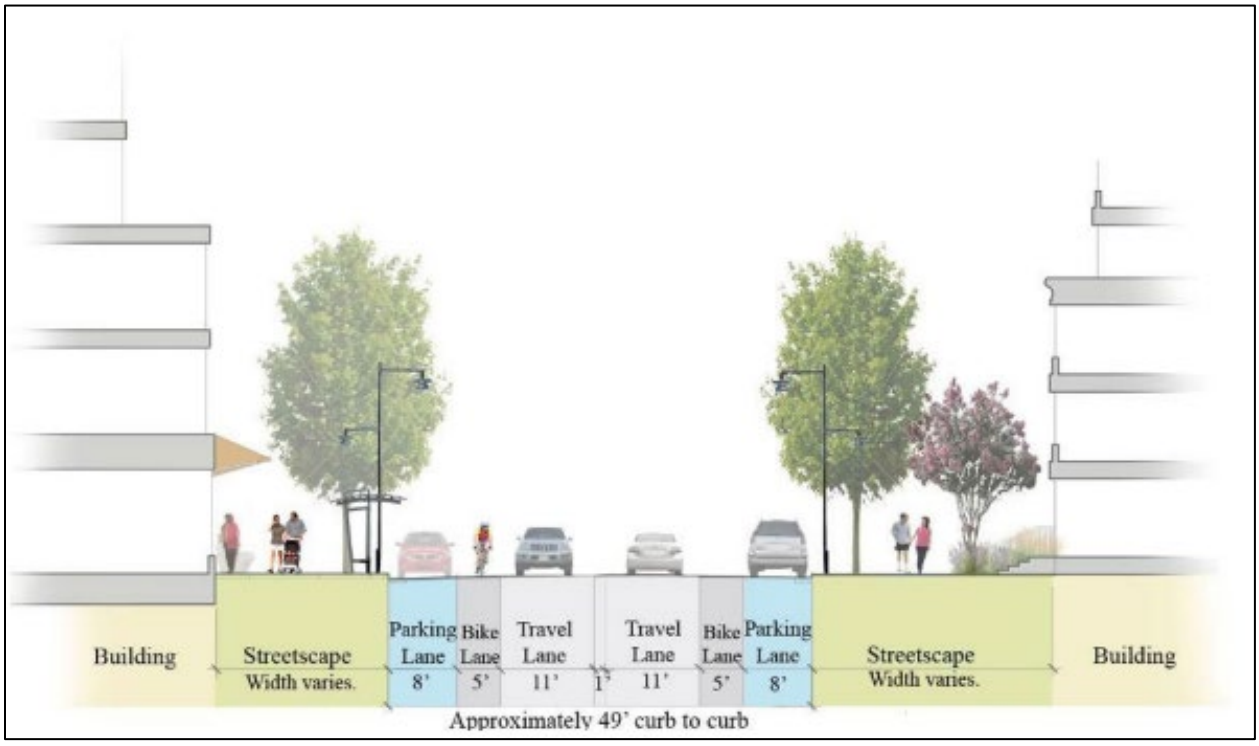
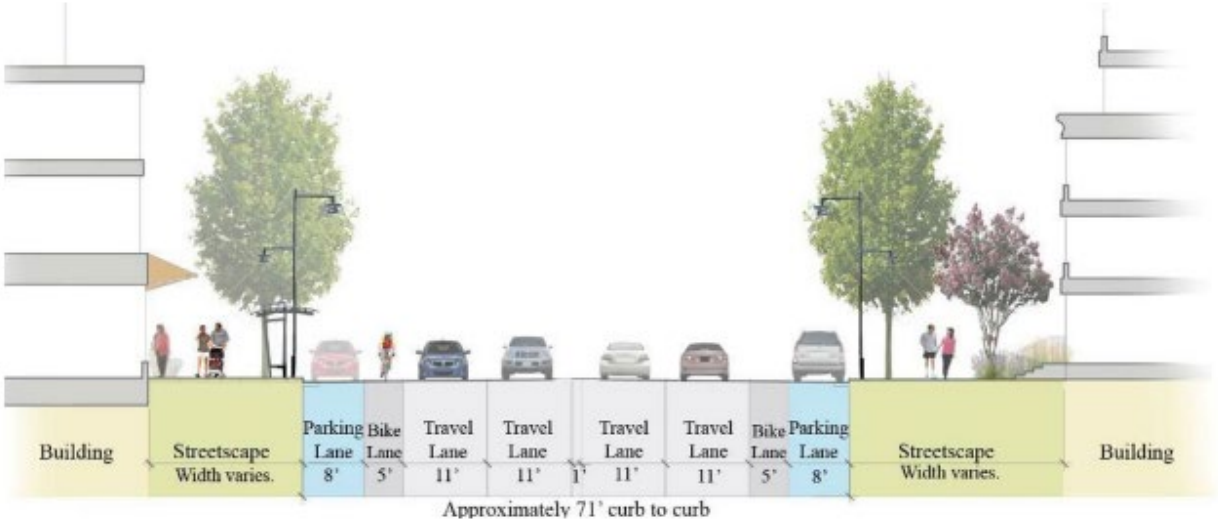


Figure 5
Collector street section with two travel lanes in each direction and no median



Collector Street cross-section dimensions:

- Accommodate Circulator, as identified in the Tysons Circulator Study, or as Tysons Circulator Study may be amended in the future.

- 1 to 2 travel lanes per direction (11 feet minimum for each lane, 10 feet for streets that are residential in character).

- 8 feet for on-street parallel parking per direction.

- 5 foot on-road dedicated bike lane per direction.

- The desirable width of the median, if provided, is 4 to 8 feet to allow safe pedestrian refuge.

- Refer to the Urban Design Recommendations for guidance on the streetscape.

- Accommodate Bus Rapid Transit, in mixed traffic, as shown on the Transportation Plan Map.

Typical street cross sections are depicted. Although dimensions are noted, final street design will require accommodation of all applicable road design infrastructure. Additionally, final street designs may vary as necessary to address other design and engineering goals and requirements, such as Bus Rapid Transit as well as individual development proposals."