

**FAIRFAX COUNTY PLANNING COMMISSION
TYSONS COMMITTEE
THURSDAY, DECEMBER 9, 2021**

PRESENT: Phillip A. Niedzielski-Eichner, Providence District, Chairman
Mary D. Cortina, Braddock District
John C. Ulfelder, Dranesville District
John A. Carter, Hunter Mill District

ABSENT: None

OTHERS: Peter F. Murphy, Springfield District
Candice Bennett, At Large Member
Timothy Sargeant, At large Member
Rachel Flynn, Deputy County Executive, Office of the County Executive
Keisha Strand, Planning Commission Senior Deputy Clerk, DCS

ATTACHMENTS:

A. PLACEMAKING PRESENTATION

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Vice Chairman Ulfelder called the meeting to order at 7:31 p.m. in the Board Auditorium of the Fairfax County Government Center, 12000 Government Center Parkway, Fairfax, Virginia 22035.

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Vice Chairman Ulfelder constituted the Tysons Committee for the year 2021.

He indicated that the first order of business was to elect the committee chair.

Commissioner Carter MOVED TO NOMINATE PHILLIP A. NIEDZIELSKI-EICHNER AS CHAIRMAN OF THE 2021 TYSONS COMMITTEE.

Commissioner Cortina seconded the motion which carried by a vote of 4-0.

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Chairman Niedzielski-Eichner thanked the committee for their vote and stated that the next order of business was approval of minutes.

Commissioner Ulfelder MOVED TO APPROVE THE FOLLOWING TYSONS COMMITTEE MEETING MINUTES:

- NOVEMBER 05, 2020

Commissioner Cortina seconded the motion, which carried by a vote of 4-0.

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Chairman Niedzielski-Eichner stated that the committee would discuss the Placemaking and introduced Deputy County Executive, Rachel Flynn.

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Rachel Flynn, Office of the County Executive, gave a presentation on placemaking, a copy of which is included in Attachment A, which covered the following topics:

- Transportation and street design;
- The major types of street categories;
- History of roads and streets;
- Level of service traffic modeling; and
- Complete streets policy;

There was a discussion between Ms. Flynn and multiple Committee members on the following issues:

- The current level of service for pedestrians;
- Creating separation from local traffic and through traffic;
- Making roads more neighborhood friendly vs commuter friendly;
- Including wheelchairs, strollers, and other modes for pedestrians besides walkers in the project scope;
- Possibility of McLean being a pilot program for collaborative process; and
- Consideration of a coalition for getting the plan together.

Chairman Niedzielski-Eichner thanked Ms. Flynn for her presentation and announced his intent to have the Tyson's Committee's meet in the following year for more discussion and staff support.

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At the conclusion of the meeting, Chairman Niedzielski-Eichner announced that Tyson's Committee was adjourned.

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The meeting was adjourned at 8:37 p.m.
Phillip Niedzielski-Eichner, Chairman

An audio recording of this meeting is available in the Planning Commission Office,
12000 Government Center Parkway, Suite 552, Fairfax, Virginia 22035.

Minutes by: Keisha Strand

Approved: June 16, 2022

Jacob Caporaletti

Jacob Caporaletti, Clerk
Fairfax County Planning Commission

County of Fairfax
Commonwealth of Virginia

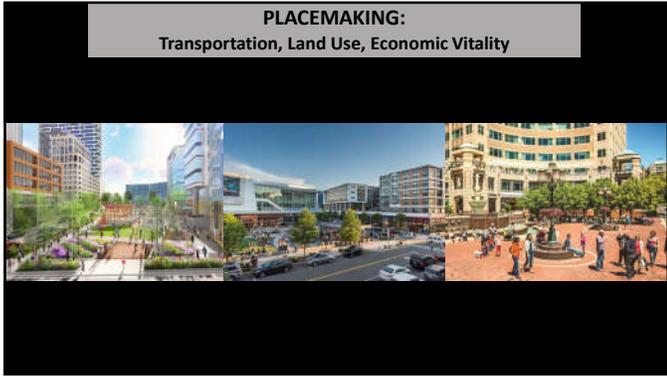
The foregoing instrument was acknowledged before me this 19 day of June 2022, by

Dorothy M. Steele
Signature of Notary

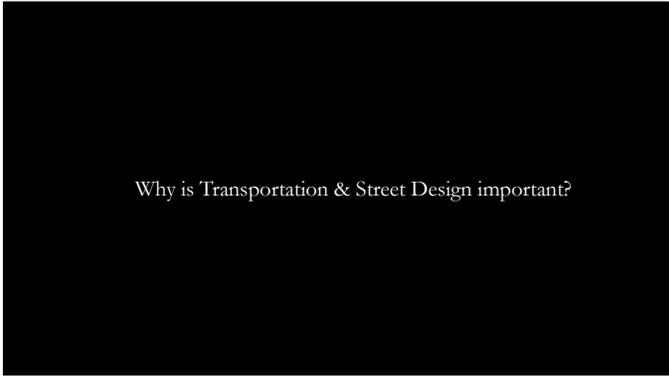
Notary registration number: 2114113

Commission expiration: JANUARY 31, 2024

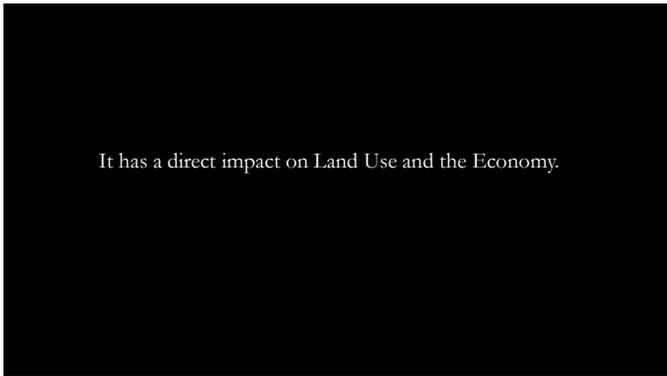




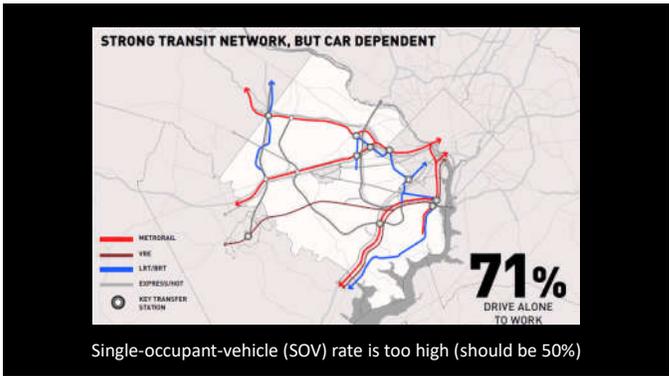
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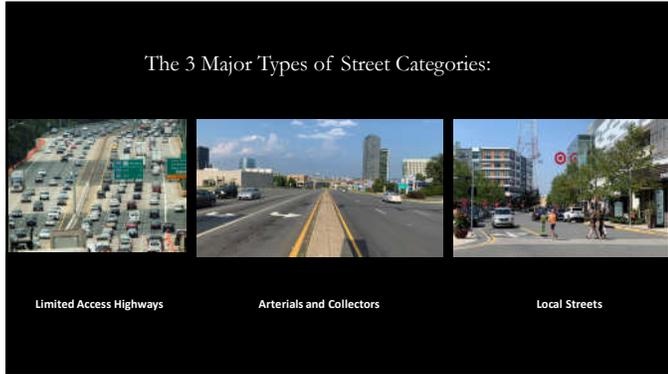
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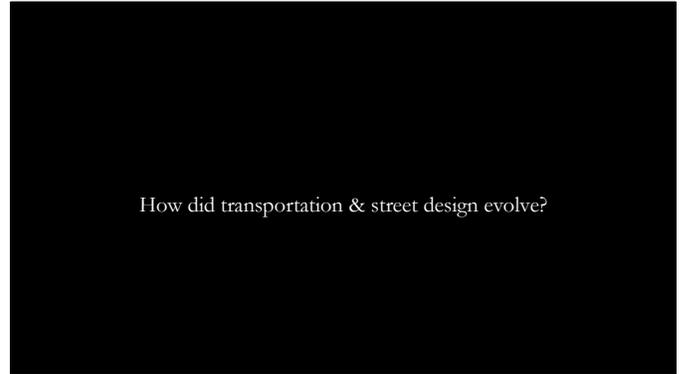
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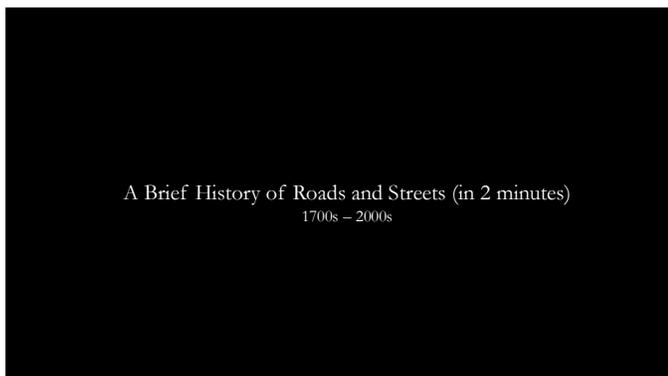
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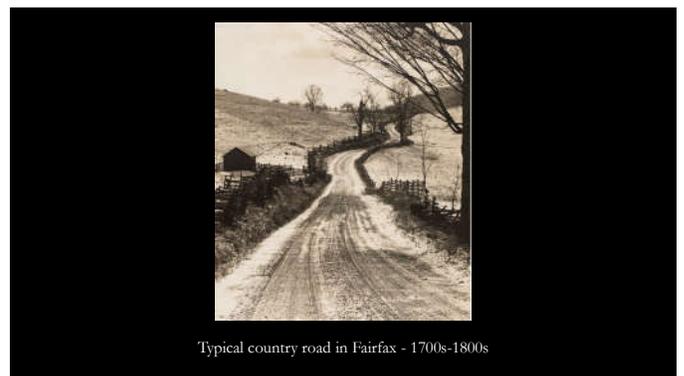
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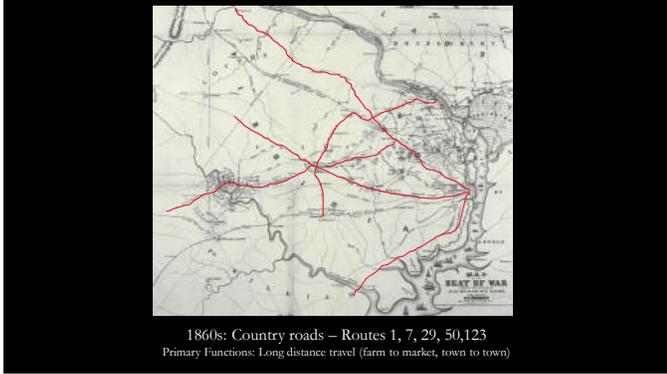
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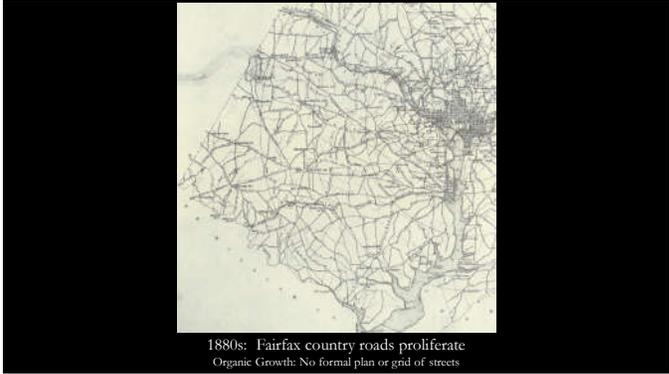
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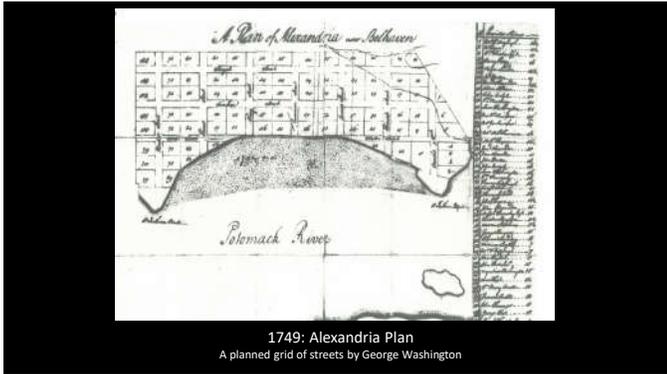
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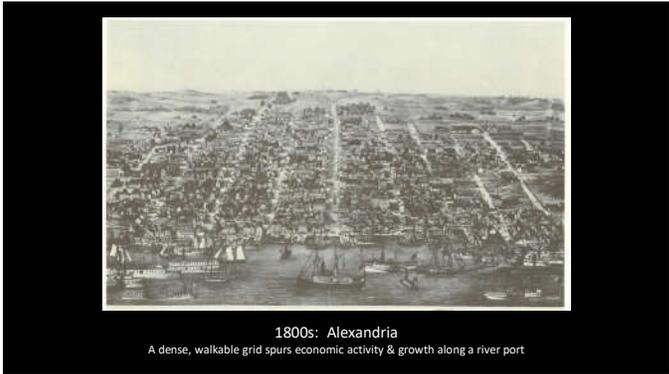
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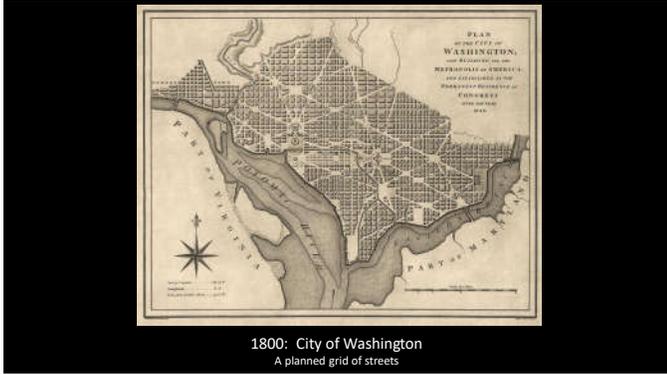
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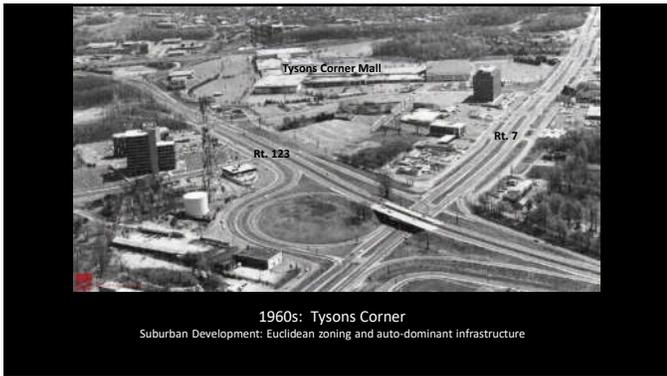
1800: City of Washington
A planned grid of streets

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1900: Washington, D.C.
Urban Development: mixed-use, dense, multi-modal grid (peds, horses, bicycles, streetcars, cars)

14



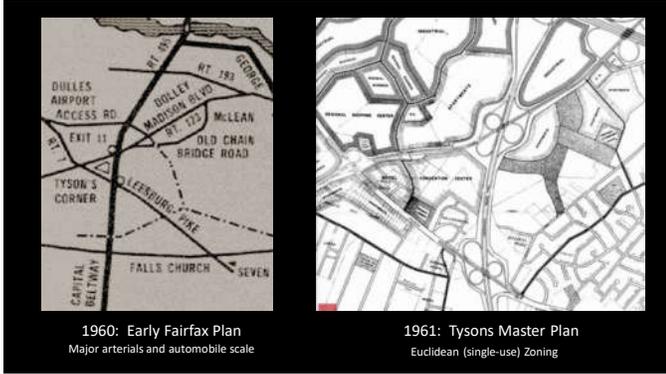
1960s: Tysons Corner
Suburban Development: Euclidean zoning and auto-dominant infrastructure

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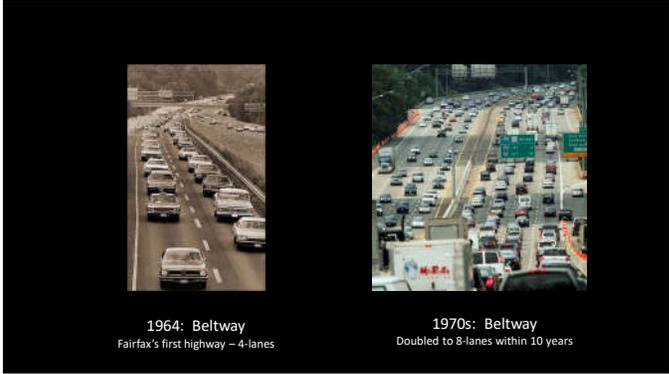


Main Arterial through Tysons
Focus on Automobile Throughput - Not on People

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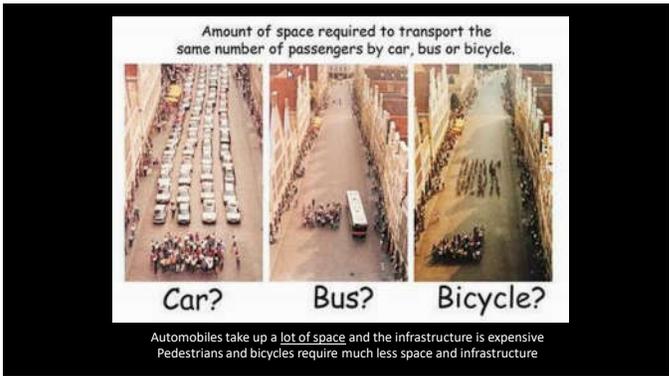
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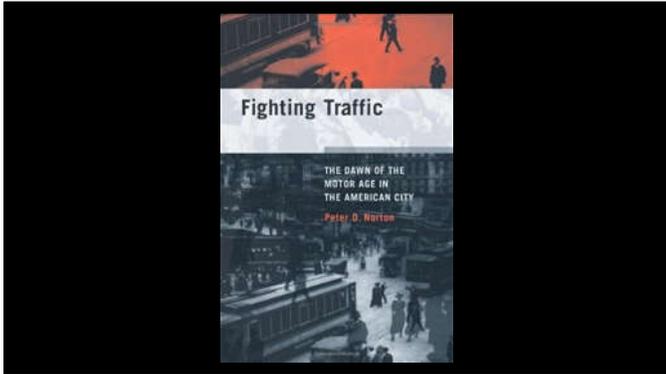
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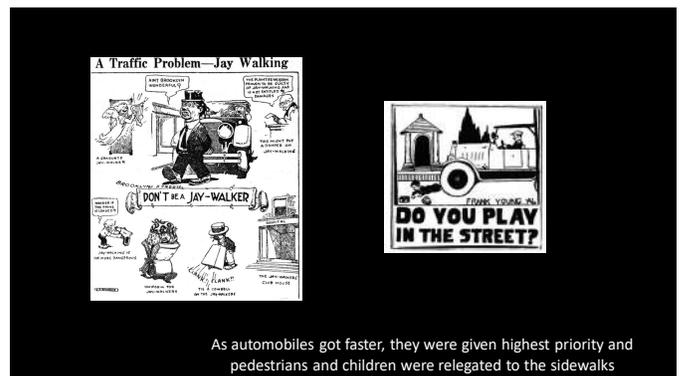
Late 1800s: New York City
Street as marketplace, gathering space, playground, *and* travel

22



Early 1906: San Francisco
All travelers "owned" the street due to slow speeds

23



As automobiles got faster, they were given highest priority and pedestrians and children were relegated to the sidewalks

24



1910: Richmond, Virginia (Broad & 4th)
Street as marketplace, gathering space, and multi-modal travel

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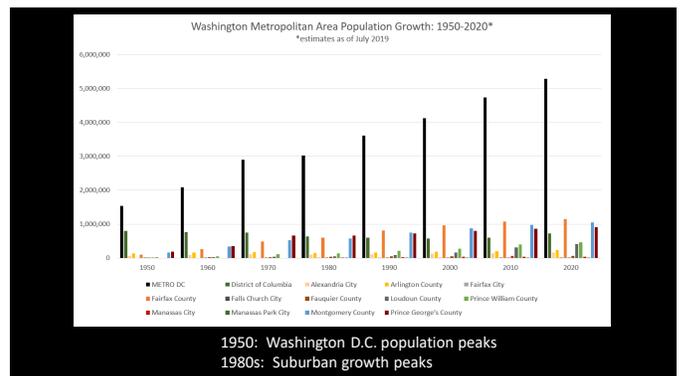
2010: Richmond, Virginia (Broad & 4th)
Automobiles dominate: Parking lots replaced buildings and streetcars were removed. Peds are gone.

26



1920s – The start of Euclidean (single-use) Zoning
This is where the pedestrians went: Auto-dominated subdivisions, shopping centers, office parks

27



1950: Washington D.C. population peaks
1980s: Suburban growth peaks

28



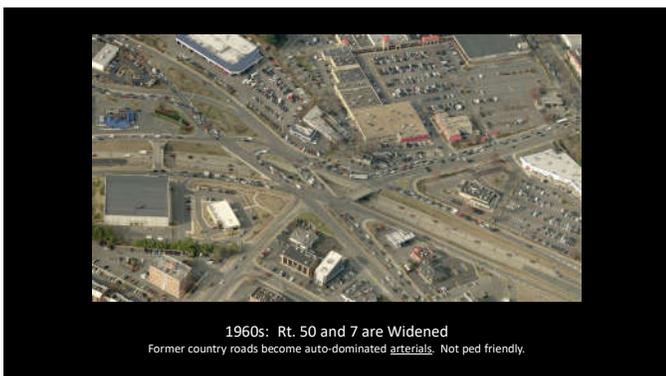
1930/40s: Washington, D.C. – Bustling Shopping & Office District
The end of an era, as business activities moved to suburbia and streetcars were removed

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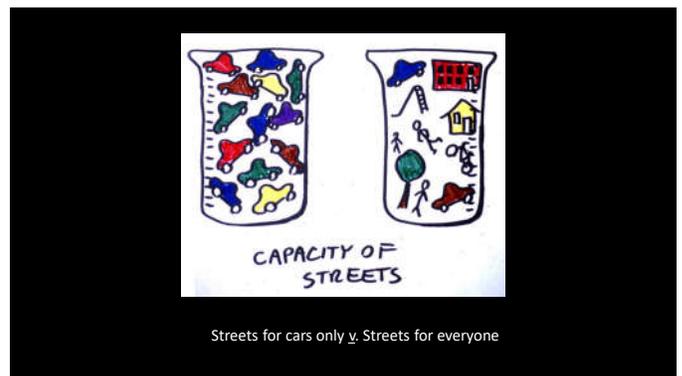
1956: Seven Corners Shopping Center
Fairfax's first major shopping center – auto-dependent

30



1960s: Rt. 50 and 7 are Widened
Former country roads become auto-dominated arterials. Not ped friendly.

31



Streets for cars only v. Streets for everyone

32



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What's important depends upon values and perspective

| | | |
|----------------------------------|----------|----------|
| LOS Model: | F | A |
| Economic/Complete Streets Model: | A | F |

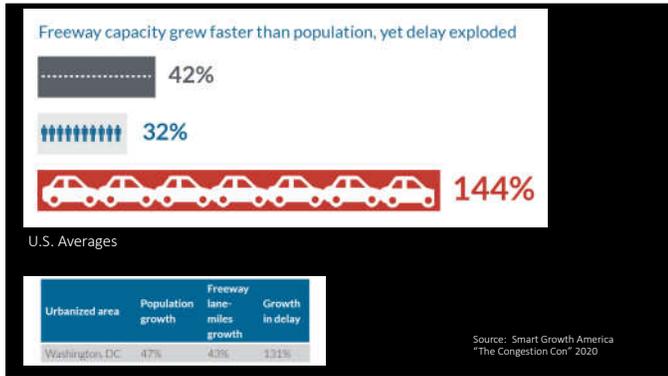
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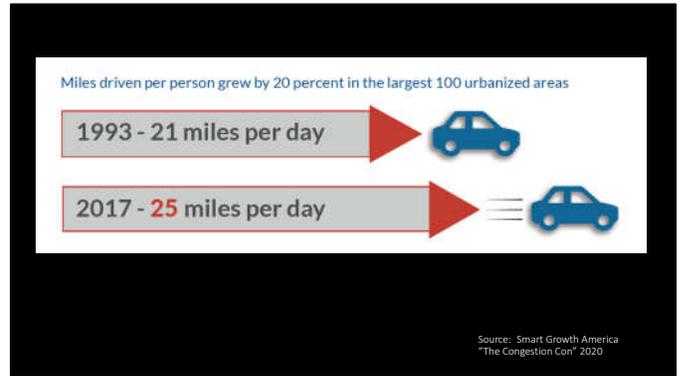
The **LOS** Methodology is **INDUCING** More Traffic

Therefore, it will never “solve” for congestion or result in Complete Streets

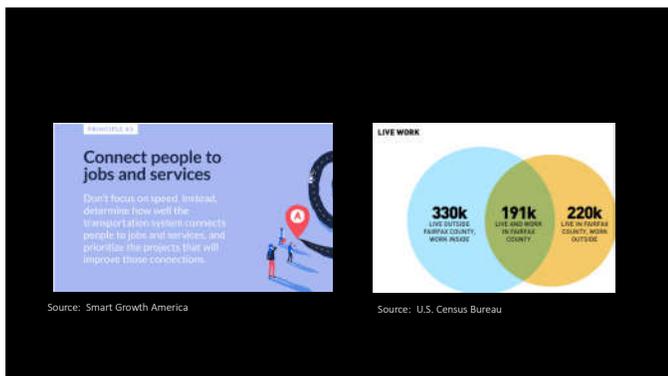
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Springfield Town Center Rendering

2020: A new vision for Springfield
Mixed-Use Development and walkable streets

49



2018: A new vision for Rt. 1

Mixed-Use Development, a new Bus Rapid Transit (BRT) system and walkable streets

50



The Rt. 1 "Embark Plan" with
Community Business Centers (villages) at BRT stops

51



Penn Daw CBC Vision: A new "Livability Spine" parallel to the Rt. 1 Corridor

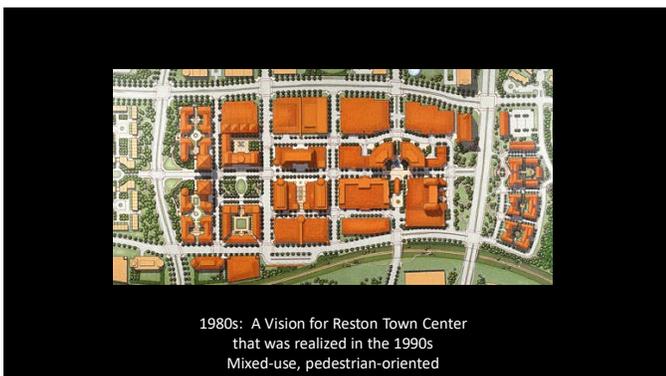
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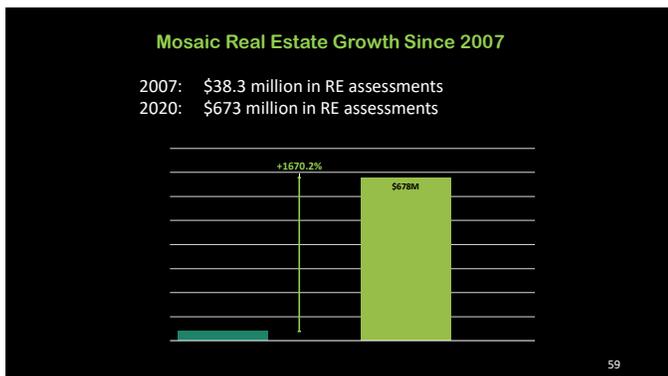
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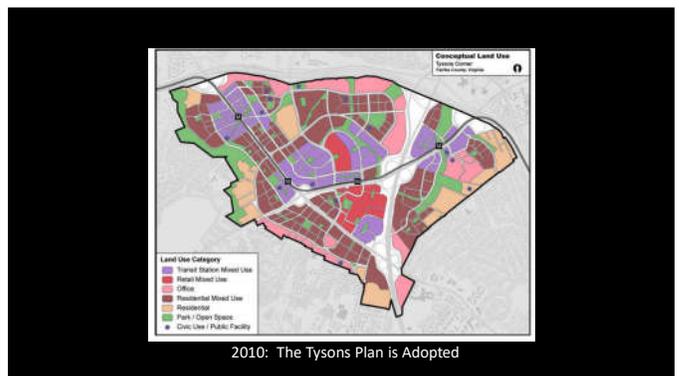
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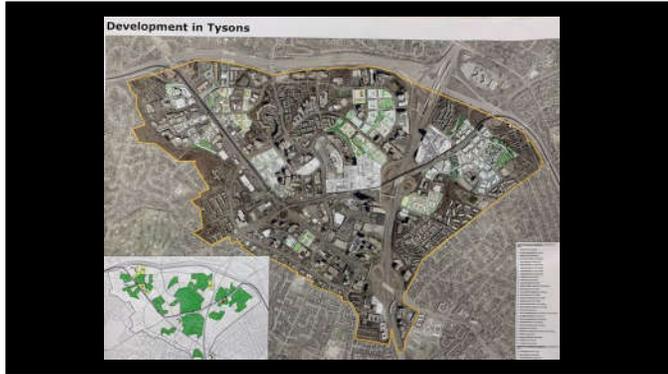
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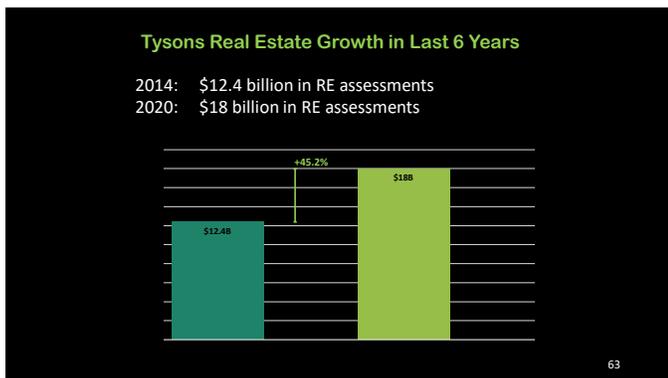


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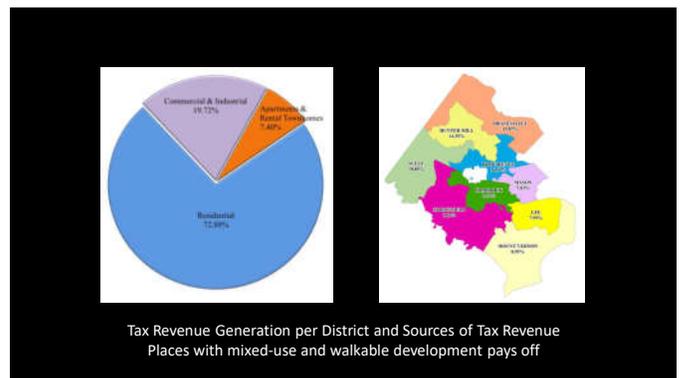


2010s: The Boro in Tysons – Placemaking through Mixed-use development, quality public spaces and walkable streets

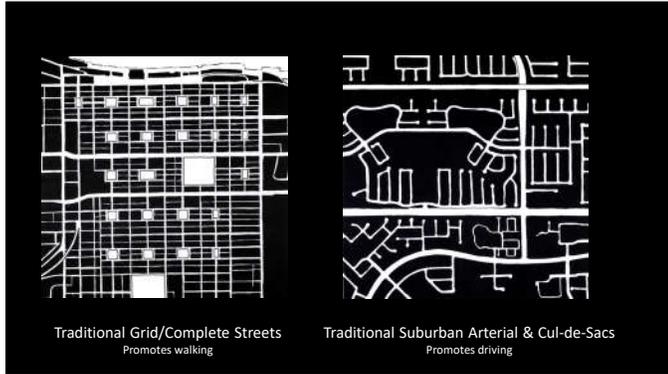
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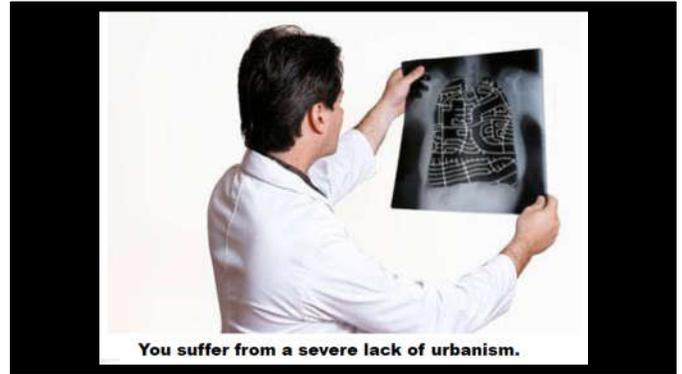
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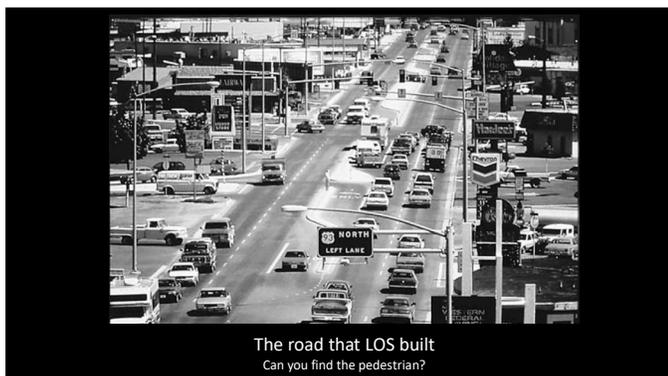
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Nearly 40,000 people die each year
in auto related accidents

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The gateway to Fairfax County – Rt. 1
A suburban arterial with 11 lanes and high speeds

70



This is where Ms. Alston was killed in 2020

71



This is where Ms. Asante was Killed

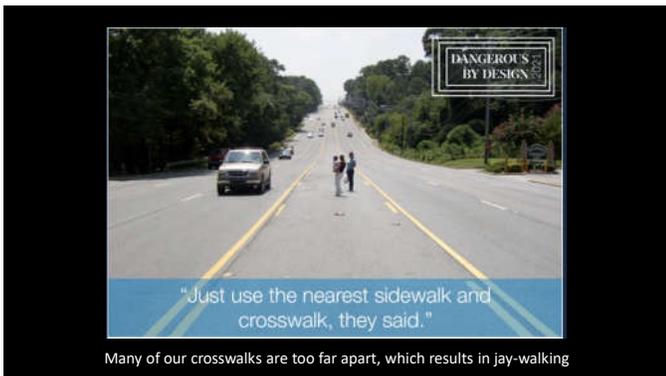
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POPULATIONS

Who are the victims of these tragic crashes? Although people of all ages, races, ethnicities, and income levels suffer the consequences of dangerous street design, some neighborhoods and groups of people bear a larger share of the burden than others.

Older adults, people of color, and people walking in low-income communities are disproportionately represented in fatal crashes involving people walking.

Even after controlling for differences in population size and walking rates, we see that drivers strike and kill people over age 50. Black or African American people, American Indian or Alaska Native people, and people walking in communities with lower median household incomes at much higher rates.

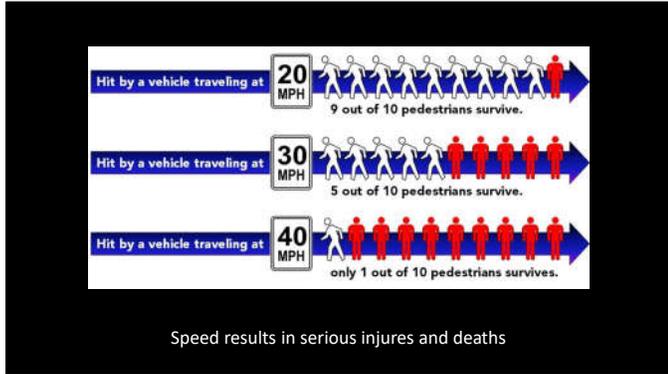
Relative Pedestrian Danger by Age (2008-2017)

| Age Group | Relative Pedestrian Danger |
|--------------|----------------------------|
| 50+ | 201 |
| 65+ | 261.7 |
| 75+ | 281 |
| U.S. Overall | 14.8 |

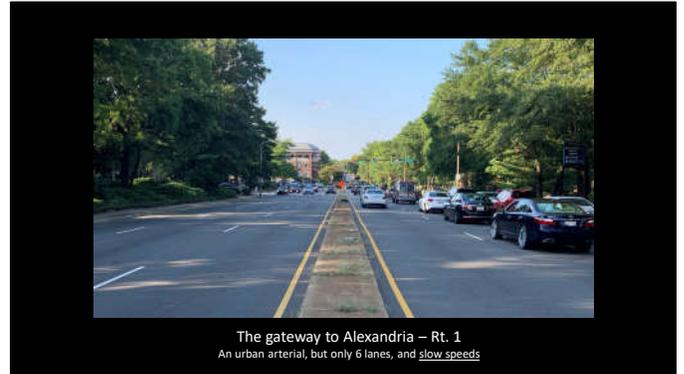
People age 50 and up, and especially people age 75 and older, are overrepresented in deaths involving people walking.™ This age group is more likely to

Source: Smart Growth America

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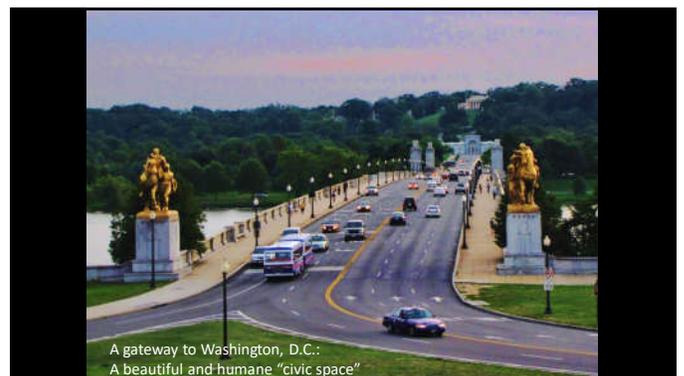
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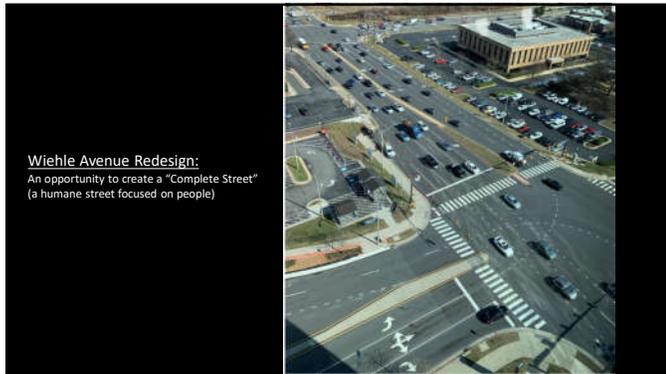
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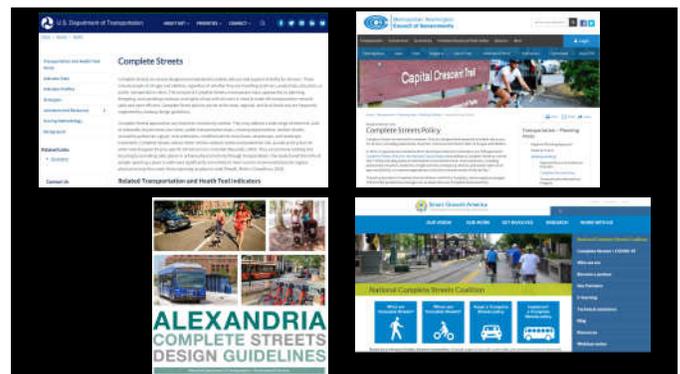
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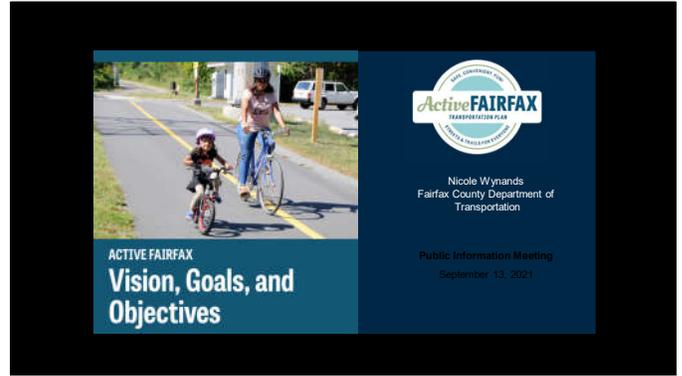
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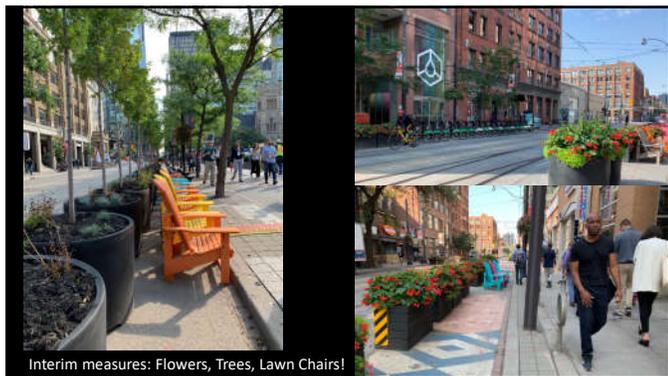
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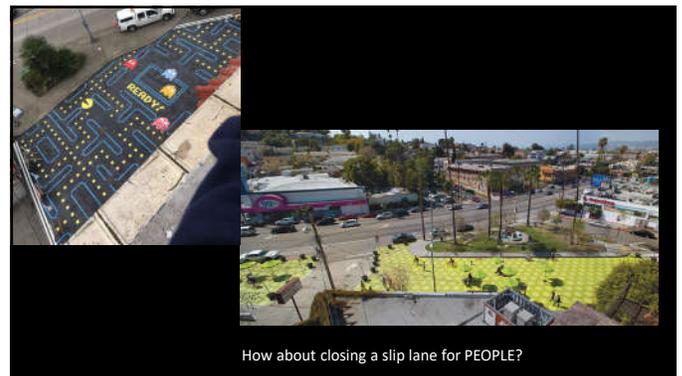
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