

**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

//

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.

//

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 Tysons 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 Tysons Committee was adjourned.

//

CLOSING

December 9, 2021

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



PLACEMAKING:
Transportation, Land Use, Economic Vitality



1

Why is Transportation & Street Design important?

2

It has a direct impact on Land Use and the Economy.

3

STRONG TRANSIT NETWORK, BUT CAR DEPENDENT



Single-occupant-vehicle (SOV) rate is too high (should be 50%)

4

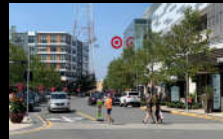
The 3 Major Types of Street Categories:



Limited Access Highways



Arterials and Collectors



Local Streets

5

How did transportation & street design evolve?

6

A Brief History of Roads and Streets (in 2 minutes)

1700s – 2000s

7



Typical country road in Fairfax - 1700s-1800s

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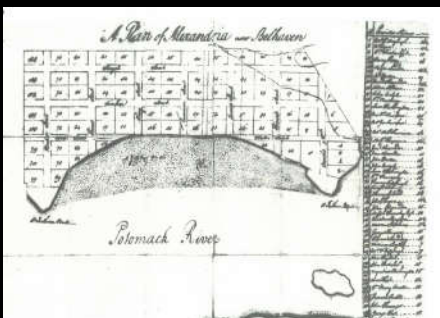
1860s: Country roads – Routes 1, 7, 29, 50, 123
Primary Functions: Long distance travel (farm to market, town to town)

9



1880s: Fairfax country roads proliferate
Organic Growth: No formal plan or grid of streets

10



1749: Alexandria Plan
A planned grid of streets by George Washington

11



1800s: Alexandria
A dense, walkable grid spurs economic activity & growth along a river port

12



1800: City of Washington
A planned grid of streets

13



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

14



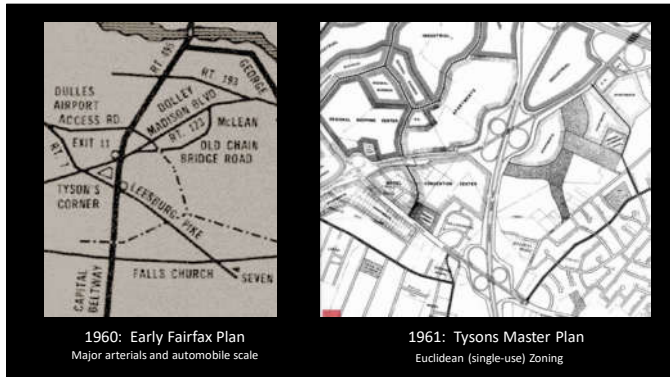
1960s: Tysons Corner
Suburban Development: Euclidean zoning and auto-dominant infrastructure

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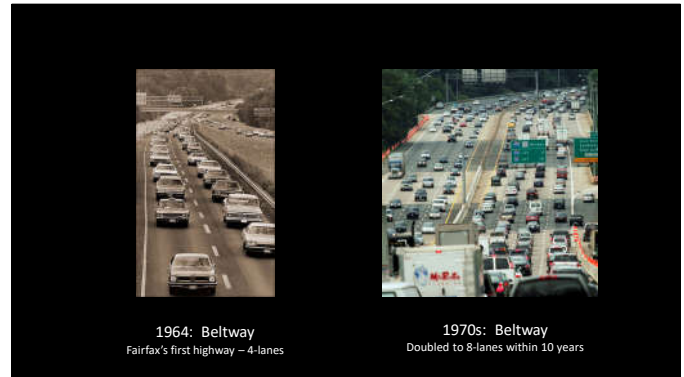


Main Arterial through Tysons
Focus on Automobile Throughput – Not on People

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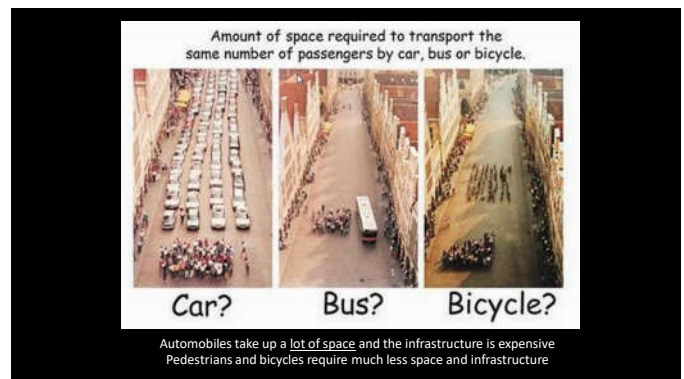
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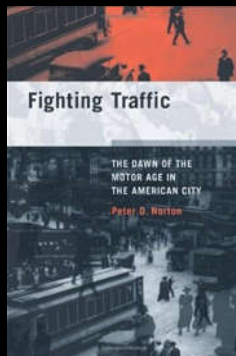
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21



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

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MOVIE TIME!



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



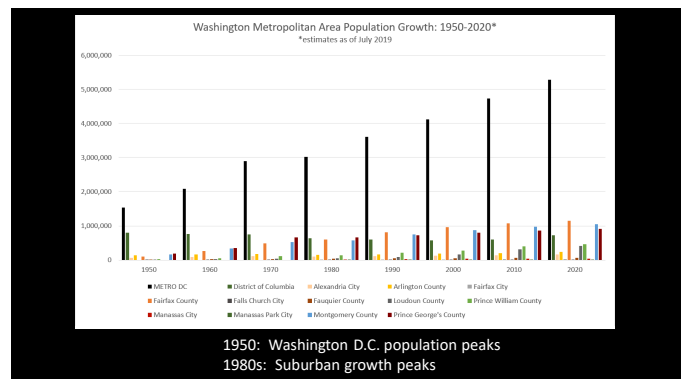
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1930/40s: Washington, D.C. – Bustling Shopping & Office District
The end of an era, as business activities moved to suburbia and streetcars were removed

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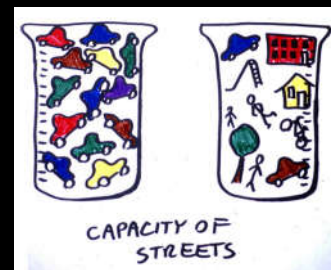
1956: Seven Corners Shopping Center
Fairfax's first major shopping center – auto-dependent

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

Level of Service (LOS) "traffic" modeling: The basis of Fairfax street and road design

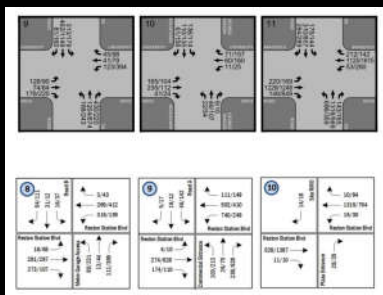
VDOT owns Fairfax roads and streets and uses LOS to ensure automobiles are delayed too long at traffic lights. Other travelers are not considered in LOS modeling.

33

LOS	Average delay in seconds per vehicle	Description of motorist perception
A	< 10	Free-flow traffic: "Good" LOS
B	10.1 – 20	Reasonable free-flow
C	20.1 – 35	Stable but unreasonable delay begins to occur
D	35.1 – 55	Borderline "bad" LOS
E	55.1 – 80	"Bad" LOS: long queues
F	> 80	Unacceptable: very high delay, congestion

LOS: Measures Vehicle Delays at Traffic Lights

34



Typical LOS Modeling

Automobile counts at traffic lights, but no considerations for peds/cyclists

35

Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Northbound	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Southbound	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Eastbound	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Westbound	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100

Only considers to driver's experience, not the pedestrian or cyclist's experience

36



Voilà!

LOS determines that the road must be widened for vehicles (not peds/cyclists)

37

11'-12' Lanes, High Speed, No Street Trees, No Ground Floor Retail, No On-street Parking, No Peds/Cyclists



From 2-Lane Country Road to 10-Lane Auto Strip
Historic Chain Bridge Rd/Rt 123: 30,000 ADT

38

10' Lanes, Slow Speed, Street Trees, Ground Floor Retail, On-Street Parking, Peds/Cyclists



Connecticut Ave: Urban Street of Six-Lanes
Major Arterial: 29,250 ADT (similar to Rt. 7)

39

12' Lanes, High Speed, No Street Trees, Parking Lots, No Peds/Cyclists



Rt. 7 in Tysons – Major Arterial of 7-lanes
Major Arterial: 42,000 ADT

40

10.5'-11' Lanes, Slow Speed, Street Trees, Ground Floor Retail, Peds/Cyclists



Rt. 7 in Fall Church – Major Arterial of 4 lanes
21,000 ADT

41



The Tysons Plan envisions Complete Streets,
more like the one shown in Falls Church

42

What's important depends upon values and perspective



LOS Model:

F

A

Economic/Complete Streets Model:

A

F

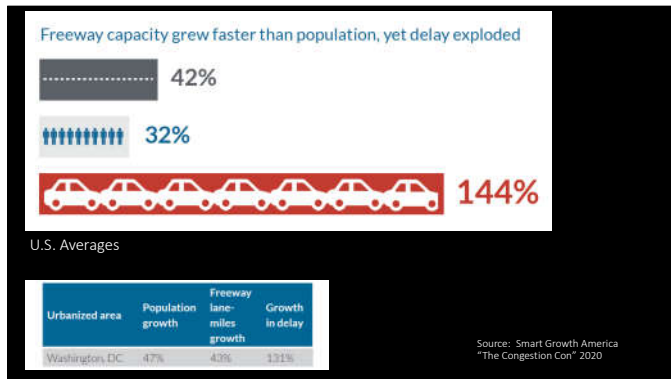
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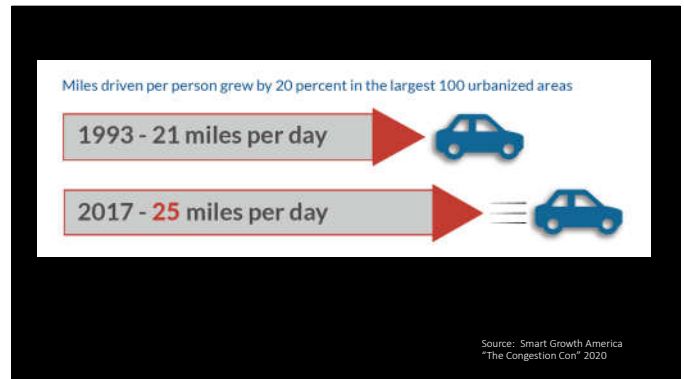
The **LOS** Methodology is
INDUCING More Traffic

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

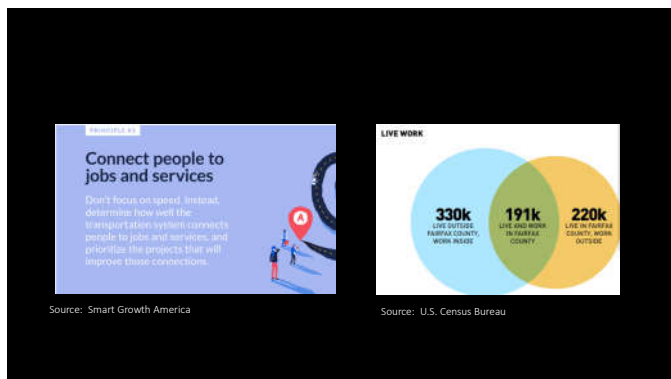
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Springfield Town Center Rendering

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



2018: A new vision for Rt. 1

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

49

50



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



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

51

52



Rt. 1 – Future Street Section with BRT
10 Lanes plus new sidewalks and cycle tracks

53



Rt. 1 – Future Street Section with BRT
13 Lanes is too wide and
we are working to reduce these road sections down to 10 lanes

54



1980s: A Vision for Reston Town Center
that was realized in the 1990s
Mixed-use, pedestrian-oriented

55



Halley Rise @ RTC Metro

2000s: Reston TSAs
More mixed-use, walkable places



Reston Station @ Wiehle Metro Station

56

Reston TSA Real Estate Growth Since 2017

2017: \$8.7 billion in RE assessments
2019: \$11 billion in RE assessments



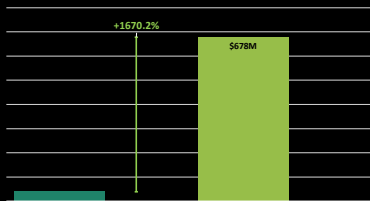
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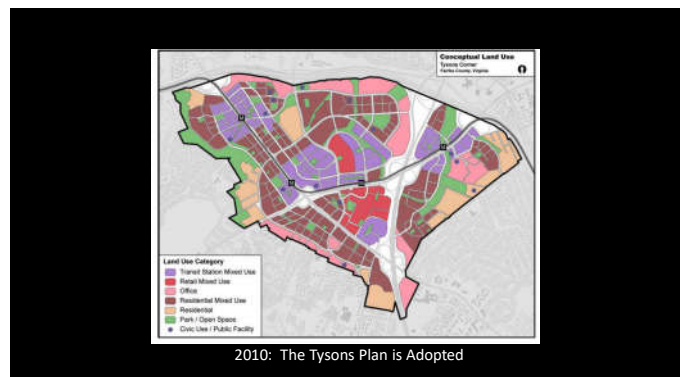
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Mosaic Real Estate Growth Since 2007

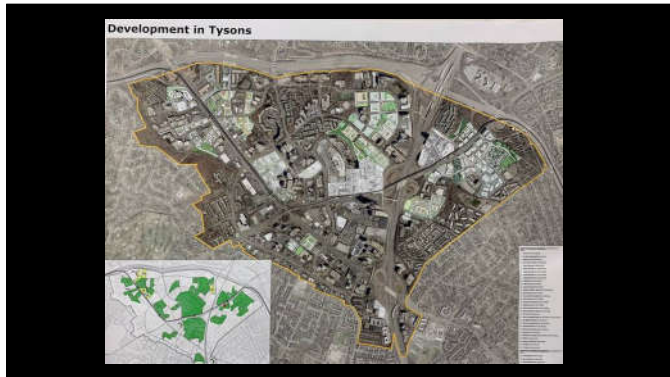
2007: \$38.3 million in RE assessments
2020: \$673 million in RE assessments



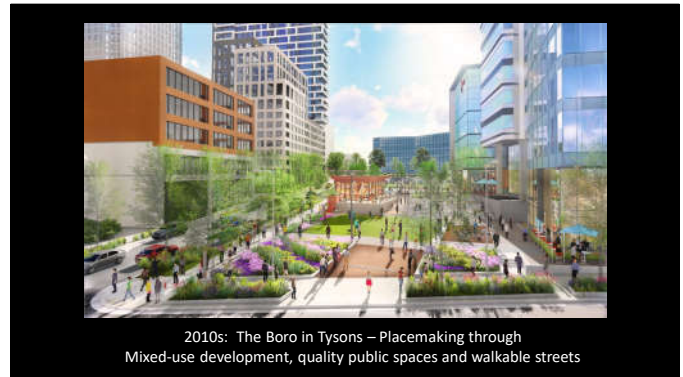
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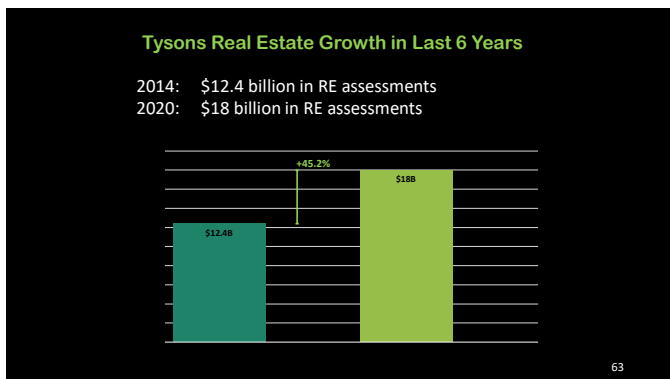
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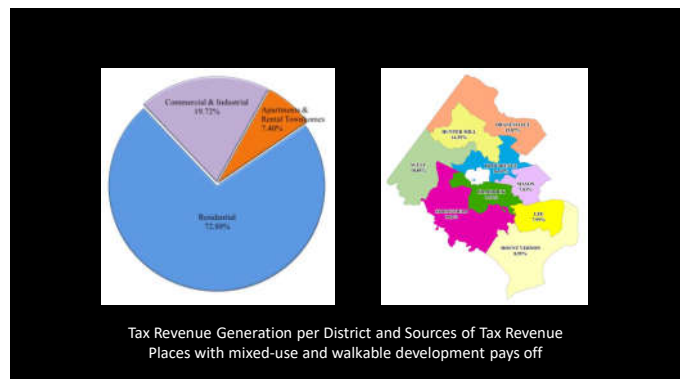
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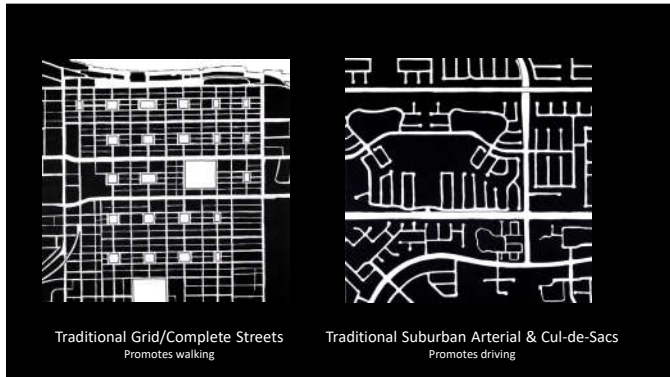
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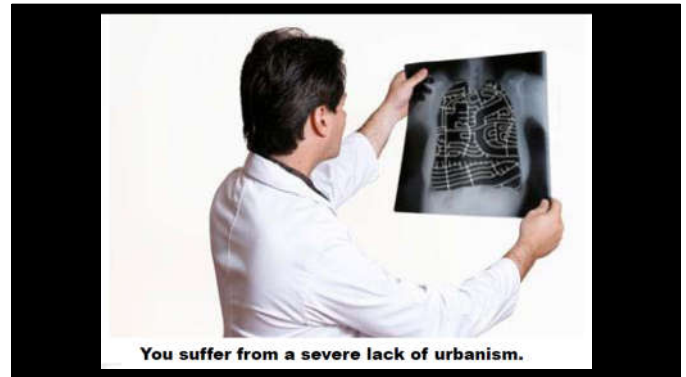
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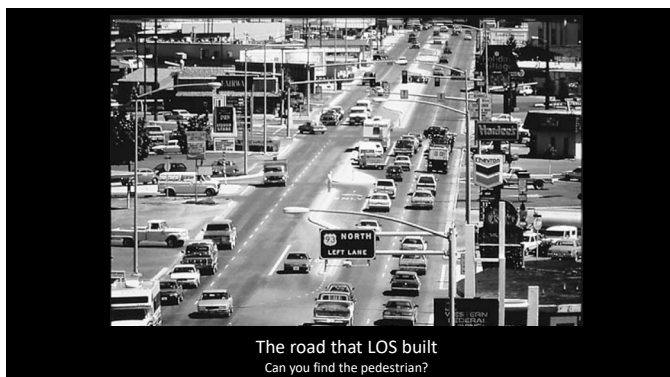


65



You suffer from a severe lack of urbanism.

66



The road that LOS built
Can you find the pedestrian?

67



68

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

69



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

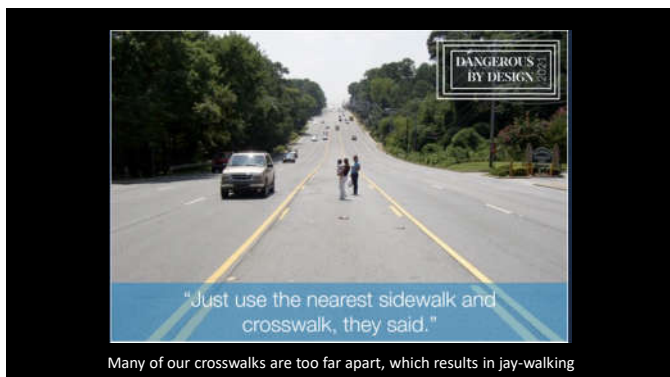
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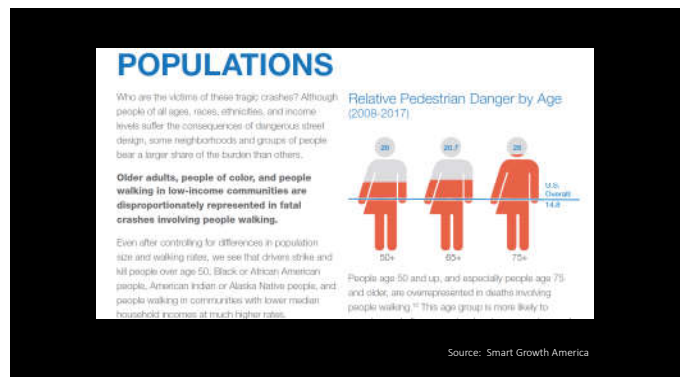
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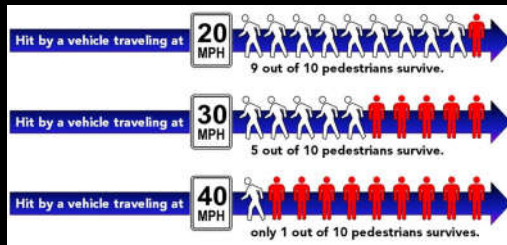
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Speed results in serious injuries and deaths

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The gateway to Alexandria – Rt. 1
An urban arterial, but only 6 lanes, and slow speeds

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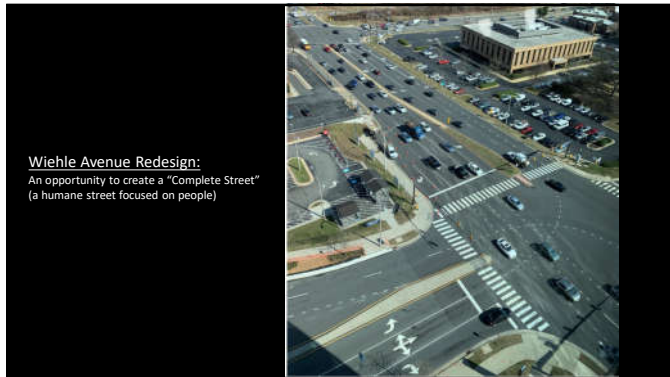
The gateway to Fairfax County – Rt. 1
A suburban arterial with 11 lanes and high speeds

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A gateway to Washington, D.C.:
A beautiful and humane "civic space"

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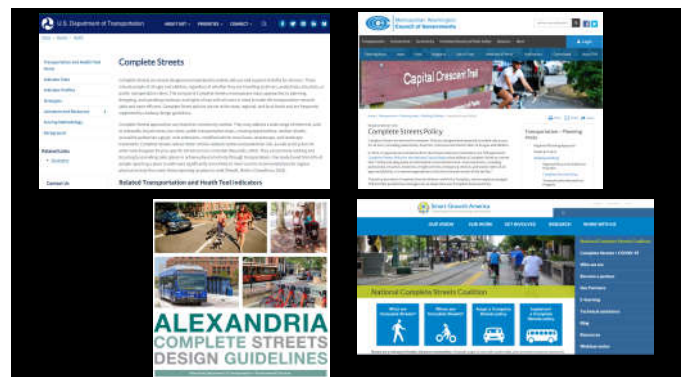


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DEVELOP A "COMPLETE STREETS" POLICY

1. Replace **LOS** with other measures, i.e., **Vehicle Miles Traveled (VMT) Reduction**
2. Humanize our streets for **ALL** users:
 - a. Slow speeds to **25-35 mph** (to reduce fatalities/injuries)
 - b. Limit arterials to **6 thru-lanes** (to calm traffic)
 - c. Add **on-street parking** (to help small businesses & calm traffic)
 - d. Add crosswalks every **300'- 500'** (to reduce jay-walking & calm traffic)
 - e. Add **well-designed sidewalks/bike lanes** (to induce ped/bike travel)
 - f. Plant **shade trees** (for comfort and beauty & to calm traffic)
 - g. Place buildings close to street (to create "place" & calm traffic)

83



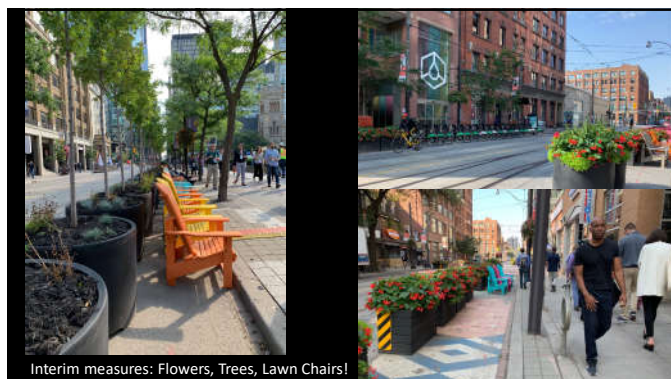
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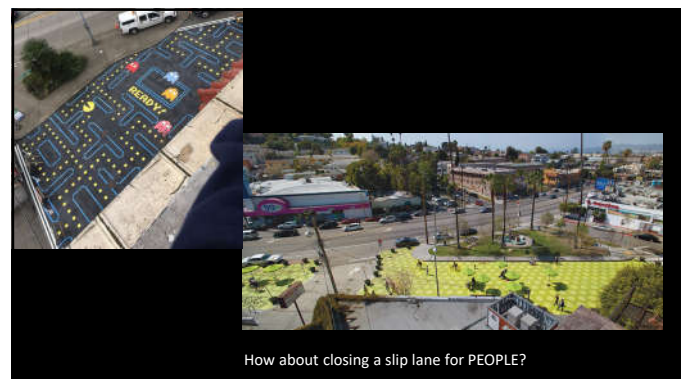
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Engage the Community to Create Community

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Safe Streets, Placemaking and Economic Vitality
through Quality Planning



90



2020: The Boro in Tysons – Placemaking through
Quality Public Spaces and Walkable Streets

91