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.

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

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.

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

Signature of Notary

Notary registration number: 7114113
Commission expiration: January 31, 2024
Why is Transportation & Street Design important?

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

Single-occupant-vehicle (SOV) rate is too high (should be 50%)
The 3 Major Types of Street Categories:

- Limited Access Highways
- Arterials and Collectors
- Local Streets

How did transportation & street design evolve?

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

Typical country road in Fairfax - 1700s-1800s
1860s: Country roads – Routes 1, 7, 29, 50, 123
Primary Functions: Long distance travel (farm to market, town to town)

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

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

1800s: Alexandria
A dense, walkable grid spurs economic activity & growth along a river port
1800: City of Washington
A planned grid of streets

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

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

Main Arterial through Tysons
Focus on Automobile Throughput – Not on People
1960: Early Fairfax Plan
Major arterials and automobile scale

1961: Tysons Master Plan
Euclidean (single-use) Zoning

1964: Beltway
Fairfax’s first highway – 4-lanes

1970s: Beltway
Doubled to 6-lanes within 10 years

Traffic: A “new” 20th century problem due to auto-focused roads

Amount of space required to transport the same number of passengers by car, bus or bicycle.

Automobiles take up a lot of space and the infrastructure is expensive. Pedestrians and bikes require much less space and infrastructure.
Late 1800s: New York City
Street as marketplace, gathering space, playground, and travel.

Early 1900s: San Francisco
All travelers “owned” the street due to slow speeds.

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

MOVIE TIME!

Fighting Traffic
THE DAY OF THE CIVITAN TO SET IN THE AMERICAN CITY
1910: Richmond, Virginia (Broad & 4th)  
Show as marketplace, gathering space, and multimodal travel.

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

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

1950: Washington D.C. population peaks
1980s: Suburban growth peaks
1930s/40s: Washington, D.C. – Bustling Shopping & Office District
The end of an era, as business activities moved to suburbia and streetcars were removed.

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

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

Streets for cars only ≠ Streets for everyone.
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.

<table>
<thead>
<tr>
<th>LOS</th>
<th>Average delay in seconds per vehicle</th>
<th>Description of motorist perception</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>&lt; 10</td>
<td>Free-flow traffic: “Good” LOS</td>
</tr>
<tr>
<td>B</td>
<td>10.1 – 20</td>
<td>Reasonable free-flow</td>
</tr>
<tr>
<td>C</td>
<td>20.1 – 35</td>
<td>Stable but unreasonable delay begins to occur</td>
</tr>
<tr>
<td>D</td>
<td>35.1 – 55</td>
<td>Borderline “bad” LOS</td>
</tr>
<tr>
<td>E</td>
<td>55.1 – 80</td>
<td>“Bad” LOS: long queues</td>
</tr>
<tr>
<td>F</td>
<td>&gt; 80</td>
<td>Unacceptable: very high delay, congestion</td>
</tr>
</tbody>
</table>

LOS: Measures Vehicle Delays at Traffic Lights

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

Only considers to driver’s experience, not the pedestrian or cyclist’s experience
Voila!
LOS determines that the road must be widened for vehicles (not peds/cyclists)

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

10' Lanes, Slow Speed, No 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)

Nt. 7 in Tysons – Major Arterial of 7-lanes
Major Arterial: 42,000 ADT
Rt. 7 in Fall Church – Major Arterial of 4 lanes

21,000 ADT

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

What’s important depends upon values and perspective

The LOS Methodology is INDUCING More Traffic

Therefore, it will never “solve” for congestion or result in Complete Streets.
Freeway capacity grew faster than population, yet delay exploded

<table>
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<tr>
<th>U.S. Averages</th>
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<tbody>
<tr>
<td>Source: Smart Growth America</td>
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<tr>
<td>&quot;The Congestion Con&quot; 2020</td>
</tr>
</tbody>
</table>

Miles driven per person grew by 20 percent in the largest 100 urbanized areas

- **1993 - 21 miles per day**
- **2017 - 25 miles per day**

Source: Smart Growth America
"The Congestion Con" 2020

Connect people to jobs and services

1946 - 2020: Springfield
Auto-Dominated Roads and No Mixed-Use Developments
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

Penn Daw CBC Vision: A new "Livability Spine parallel to the Rt. 1 Corridor"
Rt. 1 – Future Street Section with BRT
10 Lanes plus new sidewalks and cycle tracks

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

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

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

Halley Rise @ RTC Metro
Reston Station @ Wiehle Metro Station
**Reston TSA Real Estate Growth Since 2017**

- **2017:** $8.7 billion in RE assessments
- **2019:** $11 billion in RE assessments

**Mosaic Real Estate Growth Since 2007**

- **2007:** $38.3 million in RE assessments
- **2020:** $673 million in RE assessments
2010s: The Boro in Tysons – Placemaking through Mixed-use development, quality public spaces and walkable streets

Tysons Real Estate Growth in Last 6 Years

2014: $12.4 billion in RE assessments
2020: $18 billion in RE assessments

Tysons Real Estate Assessments in 2014 and 2020

<table>
<thead>
<tr>
<th>Year</th>
<th>Assessed Value (Billions)</th>
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<tbody>
<tr>
<td>2014</td>
<td>$12.4B</td>
</tr>
<tr>
<td>2020</td>
<td>$18B</td>
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++45.2%
Traditional Grid/Complete Streets
Promotes walking

Traditional Suburban Arterial & Cul-de-Sacs
Promotes driving

You suffer from a severe lack of urbanism.

The road that LOS built
Can you find the pedestrian?
Nearly 40,000 people die each year in auto related accidents.
This is where Mr. Yeboah was killed in 2020. Notice the number of lanes & the lousy bike lane.

Our residents deserve better; they deserve more humane streets.

Many of our crosswalks are too far apart, which results in jay-walking.

POPULATIONS

Relative Pedestrian Danger by Age (2006-2011)

- Older adults, aged 65 and older, are disproportionately represented in fatal crashes involving people walking.
- Even after controlling for differences in population counts and walking rates, we found that older and middle-aged adults are at higher risk than younger adults.

Source: Smart Growth America
Speed results in serious injuries and deaths

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

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

A gateway to Washington, D.C.
A beautiful and humane “civic space”
We can create Complete Streets that are:
- Great places
- Induce more ped/cyclist/transit travel
- Spur economic activity

How?

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 200-600' 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
Interim measures: Flowers, Trees, Lawn Chairs!

How about closing a slip lane for PEOPLE?
Engage the Community to Create Community

Safe Streets, Placemaking and Economic Vitality through Quality Planning

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