

**FCDOT Staff Recommended List of TMSAMS Projects  
with  
Associated Cost Estimates**

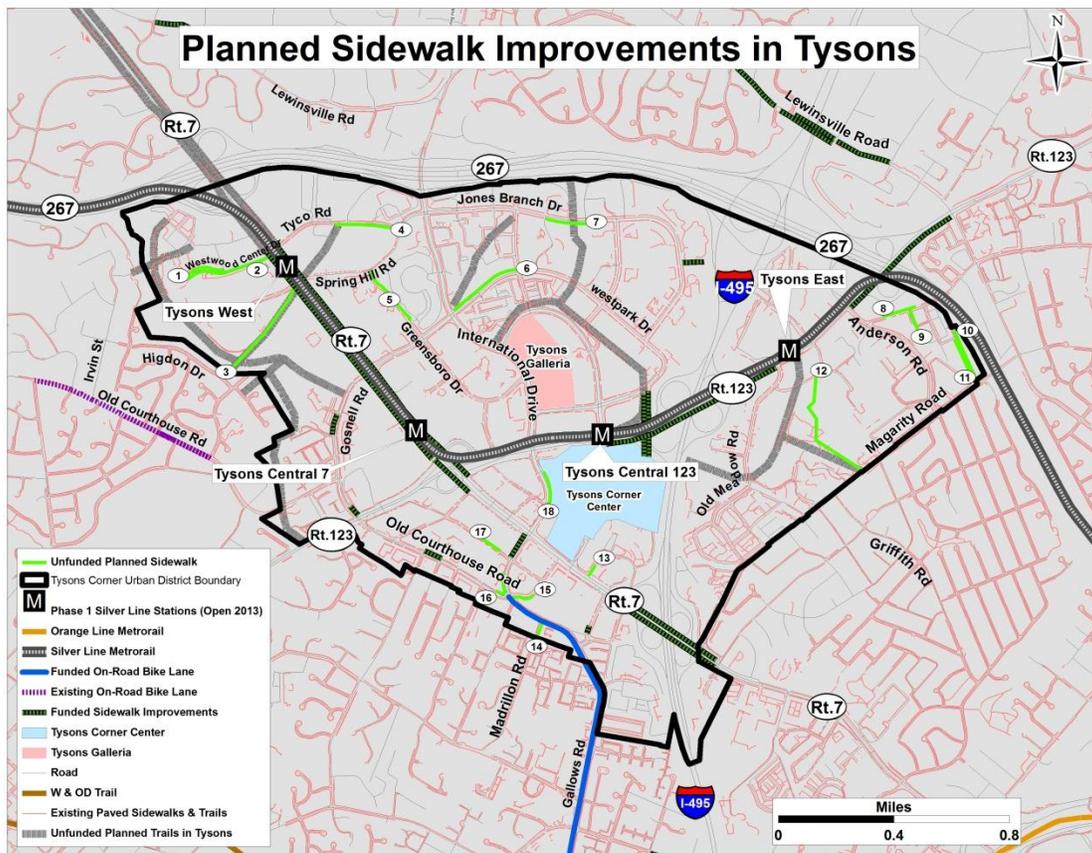
In the spring of 2011, the Fairfax County Department of Transportation (FCDOT) and the Tysons Metrorail Station Access Management Study (TMSAMS) Advisory Group conducted public outreach for the study. During this outreach effort, the public was asked to prioritize recommended pedestrian, bicycle and bus service improvements to provide better access to the new Silver Line Metrorail stations in Tysons Corner. This outreach included four public meetings, over 20 key stakeholder interviews with public and private organizations in the Tysons Corner area, and an online survey that was completed by over 1,800 people.

In addition to preferences identified through the public outreach process, the TMSAMS Advisory Group developed a list of 33 recommendations intended to guide FCDOT staff on areas that need further analysis or study. After the extensive public outreach process was complete, all input obtained from the public was compiled with the TMSAMS Advisory Group Recommendations into the TMSAMS Final Report.

The TMSAMS Final Report was completed in November 2011 and was presented to the Fairfax County Board of Supervisors (BOS) on December 6, 2011. The BOS accepted the TMSAMS Final Report and instructed FCDOT staff to develop a staff recommended list of TMSAMS transportation improvements, with cost estimates, as well as to respond to the 33 TMSAMS Advisory Group Recommendations. This document contains lists of TMSAMS pedestrian, bicycle and bus service transportation improvements recommended for funding by FCDOT staff, with associated cost estimates. Responses to the 33 TMSAMS Advisory Group recommendations are provided in a separate document "FCDOT Staff Responses to TMSAMS Advisory Group Recommendations."

## TMSAMS Sidewalk Projects

During the TMSAMS public outreach process, the public was asked to refer to the map below to prioritize planned sidewalk improvements providing access to the new Silver Line Metrorail stations in Tysons Corner. Using the input collected during this process, as well as considering project constructability, near term benefit to Metro passengers, near-term development activity, existing proffer agreements and right-of-way challenges, the Fairfax County Department of Transportation has developed the “FCDOT Staff Recommended List of Sidewalk Projects to Fund” and “FCDOT Staff List of Sidewalk Projects Recommended Not to Fund,” with associated cost estimates. Projects that are not recommended were either already planned under a funded project/development, determined to be unbuildable by the public sector without site redevelopment, assumed to be best constructed as part of redevelopment projects in Tysons Corner, or are unfeasible due to engineering or cost-benefit considerations.



## **FCDOT Staff Recommended List of Sidewalk Projects to Fund**

(In order of priority)

1. SW#12

Cost (millions): \$1.50

Description: This sidewalk runs through the Scotts Run Community Park and connects Colshire Meadow Drive to Magarity Road. Although portions of this improvement could be implemented by future redevelopment near its intersection with Colshire Meadow Drive, FCDOT staff has prioritized this improvement due to the level of connectivity it provides between Magarity Road and the McLean (Tysons East) Metrorail Station, the level of public support behind the project and the uncertainty of the timing of a future redevelopment along Colshire Meadow Drive.

2. SW#3

Cost (millions): \$1.00

Description: This sidewalk runs along the Virginia Dominion Power easement connecting Higdon Drive and Leesburg Pike (Rt.7). This project overlaps with TMSAMS Trail segment D which was identified as a top priority trail segment through the TMSAMS public outreach process. Although portions of this improvement could be implemented by future redevelopment near its intersection with Rt.7, FCDOT staff has prioritized this improvement due to the high level of connectivity it provides directly to a Metrorail station, the level of public support behind the project and the uncertainty of the timing of a future redevelopment along Rt.7.

3. SW#8

Cost (millions): \$0.75

Description: This sidewalk project is located on the north side of Chain Bridge Road between Anderson Road and Colonial Lane. Although portions of this improvement could be implemented by future redevelopment near its intersection with Anderson Road, FCDOT staff has prioritized this improvement due to the level of connectivity it provides, the level of public support behind the project and the uncertainty of the timing of a future redevelopment along Anderson Road.

4. SW#16

Cost (millions): \$0.25

Description: This sidewalk project is located on the northwest corner of the Gallows Road and Old Courthouse Road intersection and wraps around the corner of this intersection with a portion of sidewalk on the north side of Old Courthouse Road and a portion on the west side of Gallows Road.

5. SW#15

Cost (millions): \$0.25

Description: This sidewalk project is located on the south side of Aline Avenue between Gallows Road and the first driveway entrance on Aline Avenue.

6. SW#14

Cost (millions): \$0.25

Description: This sidewalk project is located on the east side of Madrillon Road between Gallows Road and Boss Street.

7. SW#7

Cost (millions): \$0.40

Description: This sidewalk project is located on the south side of Jones Branch Drive between Park Run Drive and Westbranch Drive.

**Sidewalk Projects Recommended Not to Fund by FCDOT**

SW#1

Cost (millions): \$0.50

Description: This sidewalk project is located on the north side of Westwood Center Drive between the cul-de-sac and Sheraton Tysons Drive.

Reason not to recommend funding: Likely to be implemented through redevelopment.

SW#2

Cost (millions): \$0.50

Description: This sidewalk project is located on the south side of Westwood Center Drive between the cul-de-sac and Leesburg Pike (Rt.7).

Reason not to recommend funding: Likely to be implemented through redevelopment.

SW#4

Cost (millions): \$5.00

Description: This sidewalk project is located on the south side of Tyco Road between the Virginia Dominion Power easement and Spring Hill Road.

Reason not to recommend funding: Likely to be implemented through redevelopment.

SW#5

Cost (millions): \$2.00

Description: This sidewalk project is located on the north side of Greensboro Drive between Spring Hill Road and the Rotunda Condominium entrance.

Reason not to recommend funding: The Rotunda retaining wall is a major obstacle and this improvement would require the narrowing of a four-lane roadway.

SW#6

Cost (millions): \$0.50

Description: This sidewalk project is located on the north side of Westpark Drive between International Drive and Park Run Drive.

Reason not to recommend funding: This project is likely to be implemented through redevelopment.

SW#9

Cost (millions): \$0.50

Description: This sidewalk project is located on the east side of Colonial Lane between Chain Bridge Road and the cul-de-sac.

Reason not to recommend funding: This improvement would serve a dead-end residential street with low levels of vehicular and pedestrian traffic.

SW#10

Cost (millions): \$2.00

Description: This sidewalk project is located on the east side of La Salle Avenue between the cul-de-sac and Magarity Road.

Reason not to recommend funding: This improvement would serve a dead-end residential street with low levels of vehicular and pedestrian traffic. This project would also require obtaining right-of-way from 31 different properties.

SW#11

Cost (millions): \$2.00

Description: This sidewalk project is located on the west side of La Salle Avenue between the cul-de-sac and Magarity Road.

Reason not to recommend funding: This improvement would serve a dead-end residential street with low levels of vehicular and pedestrian traffic. This project would also require obtaining right-of-way from 31 different properties.

SW#13

Cost (millions): \$0.25

Description: This sidewalk project is located on Towers Crescent Drive between Leesburg Pike (Rt.7) and the Marriot Hotel entrance.

Reason not to recommend funding: This improvement has major impacts to parking serving existing uses.

SW#17

Cost (millions): \$0.50

Description: This sidewalk project is located on the north side of Boone Boulevard between Howard Avenue and Gallows Road.

Reason not to recommend funding: Likely to be implemented through redevelopment.

SW#18

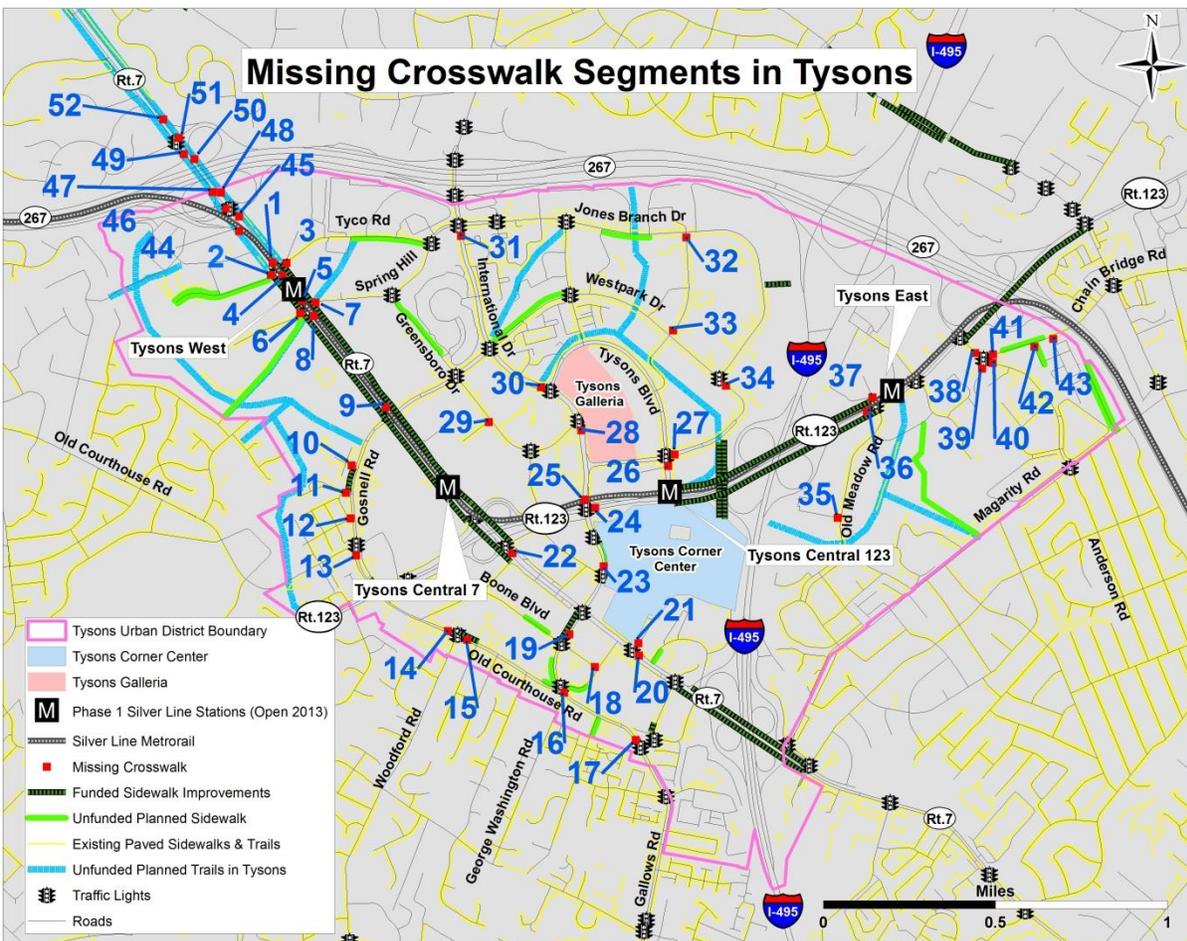
Cost (millions): \$2.00

Description: This sidewalk project is located on the east side of International Drive between Fletcher Street and Ring Road.

Reason not to recommend funding: This improvement is included in the Tysons Corner Center proffers.

## TMSAMS Crosswalk Projects

During the TMSAMS public outreach process, the public was asked to refer to the map below to prioritize planned crosswalk improvements providing access to the new Silver Line Metrorail stations in Tysons Corner. Using the input collected during this process, as well as considering project constructability, near term benefit to Metro passengers, near-term development activity, existing proffer agreements and right-of-way challenges, the Fairfax County Department of Transportation has developed the “FCDOT Staff Recommended List of Crosswalk Projects to Fund” and “FCDOT Staff List of Crosswalk Projects Recommended Not to be Fund,” with associated cost estimates and list of “Already Funded Crosswalk Projects.” Projects that are not recommended were either already planned under a funded project/development, determined to be unbuildable by the public sector without site redevelopment, assumed to be best constructed as part of redevelopment projects in Tysons Corner, or are unfeasible due to engineering or cost-benefit considerations.



## **FCDOT Staff Recommended List of Crosswalk Projects to Fund**

(In order of priority)

1. CW#9  
Cost (millions): \$0.25  
Description: Crosses Leesburg Pike (Rt.7) on the north side of the Leesburg Pike (Rt.7)/Gosnell Road/Westpark Drive intersection.
2. CW#8  
Cost (millions): \$0.25  
Description: Crosses Leesburg Pike (Rt.7) on the south side of the Leesburg Pike (Rt.7)/Spring Hill Road intersection.
3. CW#1  
Cost (millions): \$0.25  
Description: Crosses Leesburg Pike (Rt.7) on the north side of the Leesburg Pike (Rt.7)/Tyco Road/Westwood Center Drive intersection.
4. CW#29  
Cost (millions): \$0.05  
Description: Crosses Solutions Drive on the southwest side of the Solutions Drive/Greensboro Boulevard intersection.
5. CW#17  
Cost (millions): \$0.25  
Description: Crosses Gallows Road on the northwest side of the Gallows Road/Gallows Branch Drive intersection.
6. CW#15  
Cost (millions): \$0.20  
Description: Crosses Old Courthouse Road on the east side of the Woodford Road/Old Courthouse Road intersection.
7. CW#19  
Cost (millions): \$0.15  
Description: Crosses Gallows Road on the northeast side of the Gallows Road/Boone Boulevard intersection.
8. CW#18  
Cost (millions): \$0.05  
Description: Crosses Boone Boulevard on the northwest side of the Boone Boulevard/Aline Drive intersection.
9. CW#31  
Cost (millions): \$0.15  
Description: Crosses International Drive on the south side of the International Drive/Jones Branch Drive/Spring Hill Road intersection.

10. CW#30  
Cost (millions): \$0.15  
Description: Crosses International Drive on the northwest side of the International Drive/Tysons Boulevard intersection.
11. CW#34  
Cost (millions): \$0.15  
Description: Crosses Westpark Drive on the east side of the Westpark Drive/Jones Branch Drive intersection.
12. CW#33  
Cost (millions): \$0.10  
Description: Crosses Westbranch Drive on the north side of the Westbranch Drive/ Westpark Drive intersection.
13. CW#32  
Cost (millions): \$0.10  
Description: Crosses Westbranch Drive on the south side of the Westbranch Drive/Jones Branch Drive intersection.
14. CW#35  
Cost (millions): \$0.05  
Description: Crosses Old Meadow Rd on the south side of the Old Meadow Road/Old Meadow Lane intersection.
15. CW#42  
Cost (millions): \$0.05  
Description: Crosses Colonial Lane on the south side of the Colonial Lane/Chain Bridge Road intersection.
16. CW#43  
Cost (millions): \$0.05  
Description: Crosses Seneca Avenue on the south side of the Seneca Avenue/Chain Bridge Road intersection.
17. CW#10  
Cost (millions): \$0.05  
Description: Crosses Tyspring Street on the west side of the Tyspring Street/Gosnell Road intersection.
18. CW#11  
Cost (millions): \$0.05  
Description: Crosses Raglan Road on the west side of the Raglan Road/Gosnell Road intersection.
19. CW#12  
Cost (millions): \$0.05  
Description: Crosses Wall Street on the west side of the Wall Street/Gosnell Road intersection.

**Crosswalk Projects Recommended Not to Fund by FCDOT**

CW#14

Cost (millions): \$0.15

Description: Crosses Old Courthouse Rd on the west side of the Woodford Rd/Old Courthouse Rd intersection.

Reason Not to Recommend Funding: Left-turn conflict.

CW#16

Cost (millions): \$0.15

Description: Crosses Gallows Rd on the east side of the Gallows Rd/Aline Dr/Old Courthouse Rd intersection.

Reason Not to Recommend Funding: Right-turn conflict.

CW#23

Cost (millions): \$0.15

Description: Crosses International Dr on the north side of the International Dr/Fletcher St intersection.

Reason Not to Recommend Funding: Tysons Corner Center property.

CW#20

Cost (millions): \$0.15

Description: Crosses Leesburg Pike (Rt.7) on the southeast side of the Leesburg Pike (Rt.7)/Fashion Blvd intersection.

Reason Not to Recommend Funding: Tysons Corner Center right-turn conflict.

CW#38, 39, 40, 41

Cost (millions): \$0.25

Description: #38 Crosses Anderson Rd on the north side of the Anderson Rd/Chain Bridge Rd/Ambergate Pl intersection. #39 crosses Ambergate Pl on the west side of the Anderson Rd/Chain Bridge Rd/Ambergate intersection. #40 crosses Anderson Rd on the south side of the Anderson Rd/Chain Bridge Rd/Ambergate Pl intersection. #41 crosses Chain Bridge Rd on the east side of the Anderson Rd/Chain Bridge Rd/Ambergate Pl intersection.

Reason Not to Recommend Funding: Likely to be implemented through redevelopment.

CW#44, 45, 47, 48, 49, 50, 51, 52,

Cost (millions): \$N/A

Description: #44 crosses the Eastbound Dulles Toll Road (DTR) Off-Ramp to Southbound Leesburg Pike (Rt.7) on the west side of the Eastbound DTR Off-Ramp to Southbound Leesburg Pike (Rt.7)/Leesburg Pike (Rt.7). #45 crosses the Eastbound DTR On-Ramp from Northbound Leesburg Pike (Rt.7) on the east side of the Eastbound DTR On-Ramp from Northbound Leesburg Pike (Rt.7)/Leesburg Pike (Rt.7) intersection. #47 crosses the Eastbound DTR On-Ramp from Southbound Leesburg Pike (Rt.7) on the west side of the Eastbound DTR On-Ramp from Southbound Leesburg Pike (Rt.7)/Leesburg Pike (Rt.7) intersection. #48 crosses the Eastbound DTR Off-Ramp to Northbound Leesburg Pike (Rt.7) on the east side of the Eastbound DTR Off-Ramp to Northbound Leesburg Pike (Rt.7)/Leesburg Pike (Rt.7) intersection. #49 crosses the Westbound DTR On-Ramp from Southbound Leesburg Pike (Rt.7) on the west side of the Westbound DTR On-Ramp from Southbound Leesburg Pike (Rt.7)/Leesburg Pike (Rt.7) intersection. #50 crosses the Westbound DTR On-Ramp from Northbound Leesburg Pike (Rt.7) on the east side of the Westbound DTR On-Ramp from Northbound Leesburg Pike (Rt.7)/Leesburg Pike (Rt.7) intersection. #51 crosses the Westbound DTR Off-Ramp onto Southbound Leesburg Pike (Rt.7) on the east side of the Jarrett Valley Dr/Leesburg Pike (Rt.7)/Westbound DTR Off-Ramp onto Southbound Leesburg Pike (Rt.7) intersection. #52 crosses the Westbound DTR Off-Ramp onto Northbound Leesburg Pike (Rt.7) on the east side of the Westbound DTR Off-Ramp onto Northbound Leesburg Pike (Rt.7)/Leesburg Pike (Rt.7) intersection.

Reason Not to Recommend Funding: Likely to be included in VDOT's redesign of the Rt.7 bridge over the Dulles Toll Road.

### **Already Funded Crosswalk Projects**

CW#2, 3, 4

Description: #2 crosses Westwood Center Dr on the west side of the Leesburg Pike (Rt.7)/Tyco Rd/Westwood Center Dr intersection. #3 crosses Tyco Rd on the east side of the Leesburg Pike (Rt.7)/Tyco Rd/Westwood Center Dr intersection. #4 crosses Leesburg Pike (Rt.7) on the south side of the Leesburg Pike (Rt.7)/Tyco Rd/Westwood Center Dr intersection.

CW#5, 6, 7

Description: #5 crosses Leesburg Pike (Rt.7) on the north side of the Leesburg Pike (Rt.7)/Spring Hill Rd intersection. #6 crosses Spring Hill Rd on the west side of the Leesburg Pike (Rt.7)/Spring Hill Rd intersection. #7 crosses Spring Hill Rd on the east side of the Leesburg Pike (Rt.7)/Spring Hill Rd intersection.

CW#26, 27

Description: #26 crosses Tysons Blvd on the south side of the Tysons Blvd/Galleria Dr intersection. #27 crosses Galleria Dr on the east side of the Tysons Blvd/Galleria Dr intersection.

CW#28

Description: Crosses International Dr on the south side of the International Dr/Greensboro Dr intersection.

CW#24, 25

Description: #24 crosses Chain Bridge Rd (Rt.123) on the east side of the Chain Bridge Rd (Rt.123)/International Dr intersection. #25 crosses International Dr on the north side of the Chain Bridge Rd (Rt.123)/International Dr intersection.

CW#13

Description: Crosses Gosnell Rd on the south side of the Gosnell Rd/Old Courthouse Rd intersection.

CW#22

Description: Crosses Leesburg Pike (Rt.7) on the southeast side of the Leesburg Pike (Rt.7)/Chain Bridge Rd intersection.

CW#21

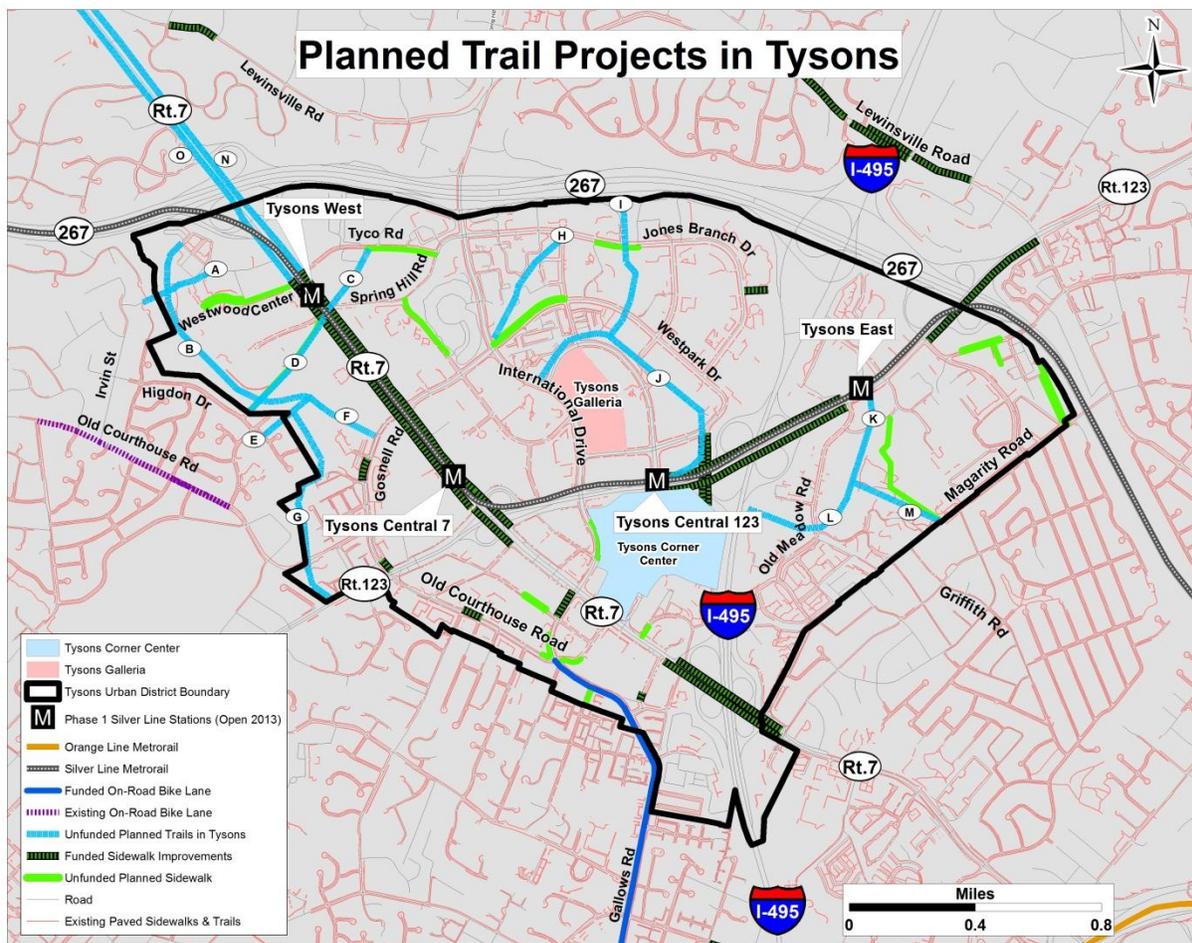
Description: Crosses Fashion Blvd on the northeast side of the Leesburg Pike (Rt.7)/Fashion Blvd intersection.

CW#36, 37

Description: #36 crosses Chain Bridge Rd (Rt.123) on the west side of the Chain Bridge Rd (Rt.123)/Old Meadow Rd/Capital One Dr intersection. #37 crosses Capital One Dr on the north side of the Chain Bridge Rd (Rt.123)/Old Meadow Rd/Capital One Dr intersection.

## TMSAMS Trail Projects

During the TMSAMS public outreach process, the public was asked to refer to the map below to prioritize trail projects providing access to the new Silver Line Metrorail stations in Tysons Corner. Using the input collected during this process, as well as considering project constructability, near term benefit to Metro passengers, near-term development activity, existing proffer agreements and right-of-way challenges, the Fairfax County Department of Transportation has developed the “FCDOT Staff Recommended List of Trail Projects to Fund” and “FCDOT Staff List of Trail Projects Recommended Not to Fund,” with associated cost estimates. Projects that are not recommended were either already planned under a funded project/development, determined to be unbuildable by the public sector without site redevelopment, assumed to be best constructed as part of redevelopment projects in Tysons Corner, or are unfeasible due to engineering or cost-benefit considerations.



## **FCDOT Staff Recommended List of Trail Projects to Fund**

(In order of priority)

1. TR Segment D

Cost (millions): \$1.00

Description: Identified as part of the bicycle master planning process for Tysons, this project involves construction of approximately 2,000 linear feet of asphalt shared use path including a bridge spanning Old Courthouse Spring Branch. This trail will connect Vesper Court with Route 7 at Spring Hill Road providing enhanced pedestrian and bicycle access from the North Vienna area. Although portions of this improvement could be implemented by future redevelopment near its intersection with Rt.7, FCDOT staff has prioritized this improvement due to the high level of connectivity it provides directly to a Metro station, the level of public support behind the project and the uncertainty of the timing of a future redevelopment along Rt.7.

2. TR Segment A

Cost (millions): \$0.50

Description: This existing trail provides non-motorized access to the western end of Tysons from the Beulah Road/Trap Road corridor and the W&OD Trail. Although existing, this trail needs to be upgraded to current standards including the replacement of the bridge over Old Courthouse Spring Branch, and wayfinding signage. This is a popular route among bicyclists and currently identified on the County's Bicycle Route Map.

## **Trail Projects Recommended Not to Fund by FCDOT**

TR Segment B

Cost (millions): \$5.00

Description: Trail B runs from northwest to southeast, approximately parallel to Leesburg Pike (Rt.7), through a heavily wooded area, connecting the western intersection of Northern Neck Drive and Ashgrove House Lane to Trail F.

Reason Not to Recommend Funding: Likely implemented through future development.

TR Segment C

Cost (millions): \$1.00

Description: Trail C runs northeast, along a Virginia Dominion Power easement, from the intersection of Spring Hill Road and Leesburg Pike (Rt.7) to Tyco Road.

Reason Not to Recommend Funding: Likely implemented through future development.

TR Segment E

Cost (millions): \$1.00

Description: Trail E connects Coral Gables Lane to Trails B, F and G, through Raglan Road Park.

Reason Not to Recommend Funding: Right-of-way required from residential backyards.

TR Segment F

Cost (millions): \$2.00

Description: Trail F connects Gosnell Road to Trail B through Raglan Road Park.

Reason Not to Recommend Funding: Likely implemented through future development.

TR Segment G

Cost (millions): \$5.00

Description: Trail G connects Chain Bridge Rd (Rt.123), between Vance Place and Saratoga Way, to Trails F, B and E, through Freedom Hill Park and Raglan Road Park.

Reason Not to Recommend Funding: Likely implemented through future development.

TR Segment H

Cost (millions): \$5.00

Description: Trail H runs northeast from the intersection of International Drive and Westpark Drive to the intersection of Jones Branch Drive and Park Run Drive.

Reason Not to Recommend Funding: Likely implemented through future development.

TR Segment I

Cost (millions): \$2.00

Description: Trail I runs in an approximate north/south direction between Westbranch Drive and Park Run Drive, connecting areas north of Jones Branch Drive to Trail J.

Reason Not to Recommend Funding: Likely implemented through future development.

TR Segment J

Cost (millions): \$5.00

Description: Trail J approximately parallels Tysons Boulevard, connecting International Drive to the Tysons Corner (Tysons Central 123) Metrorail Station.

Reason Not to Recommend Funding: Likely implemented through future development.

TR Segment K

Cost (millions): \$2.00

Description: Trail K runs south from the McLean (Tysons East) Metrorail Station, between Colshire Drive and Old Meadow Road, to an existing trail in Scotts Run Community Park.

Reason Not to Recommend Funding: Likely implemented through future development.

TR Segment L

Cost (millions): \$2.00

Description: Trail L runs east and then north, from the intersection of Old Meadow Road and Provincial Drive, to an existing trail in Scotts Run Community Park.

Reason Not to Recommend Funding: Likely implemented through future development.

TR Segment M

Cost (millions): \$2.00

Description: Trail M runs between Westgate Elementary School and Tremayne Place, connecting Magarity Road to an existing trail in Scotts Run Community Park.

Reason Not to Recommend Funding: Likely implemented through future development.

TR Segment N

Cost (millions): \$N/A

Description: Trail N runs along the north side of Leesburg Pike (Rt.7) from Tyco Road to an undetermined point north of Tysons Corner and the Dulles Toll Road.

Reason Not to Recommend Funding: Likely included in VDOT's plans to widen Rt. 7, north of Tysons Corner, in the future.



## **FCDOT Staff Recommended List of Bicycle Facility Projects to Fund**

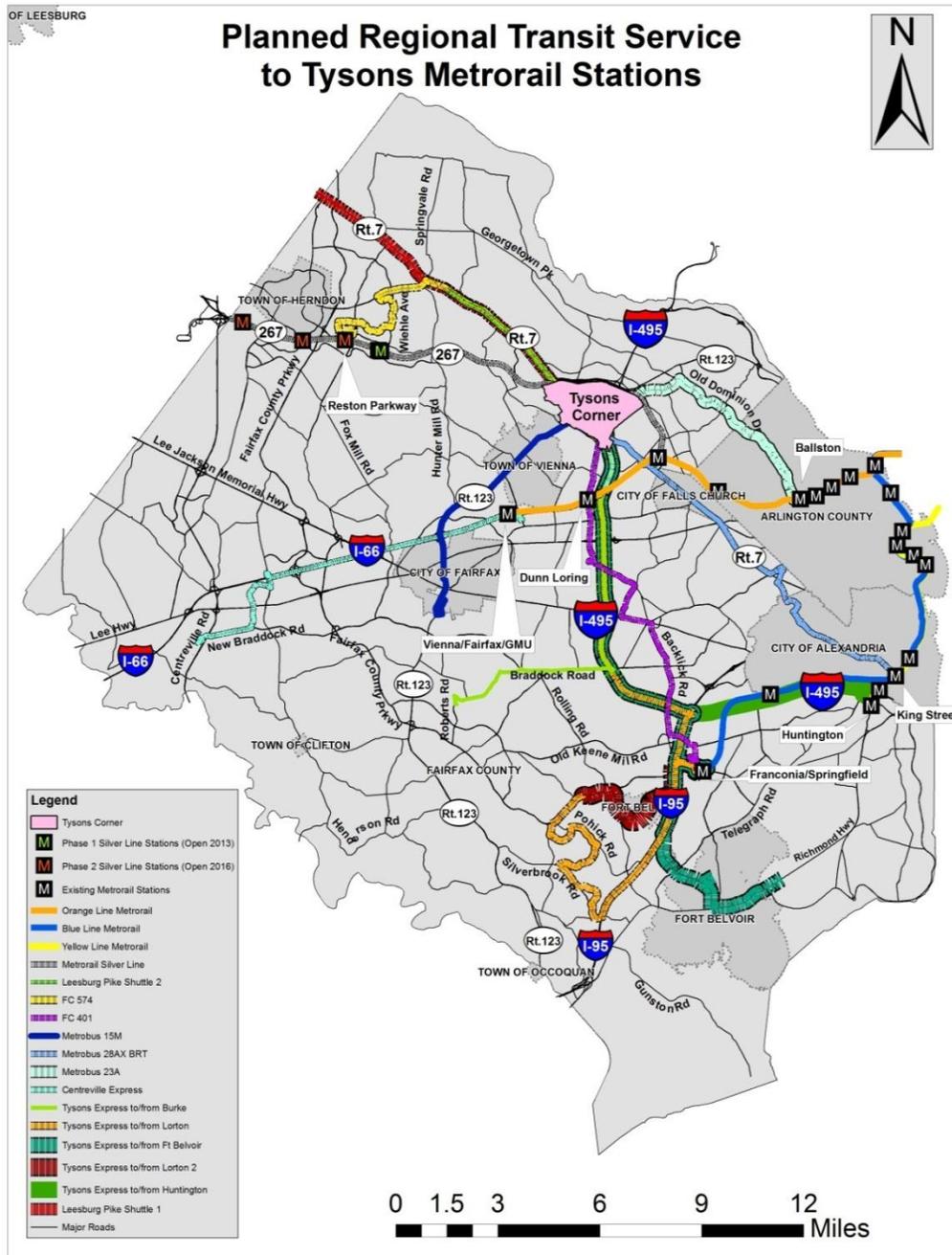
(In order or priority)

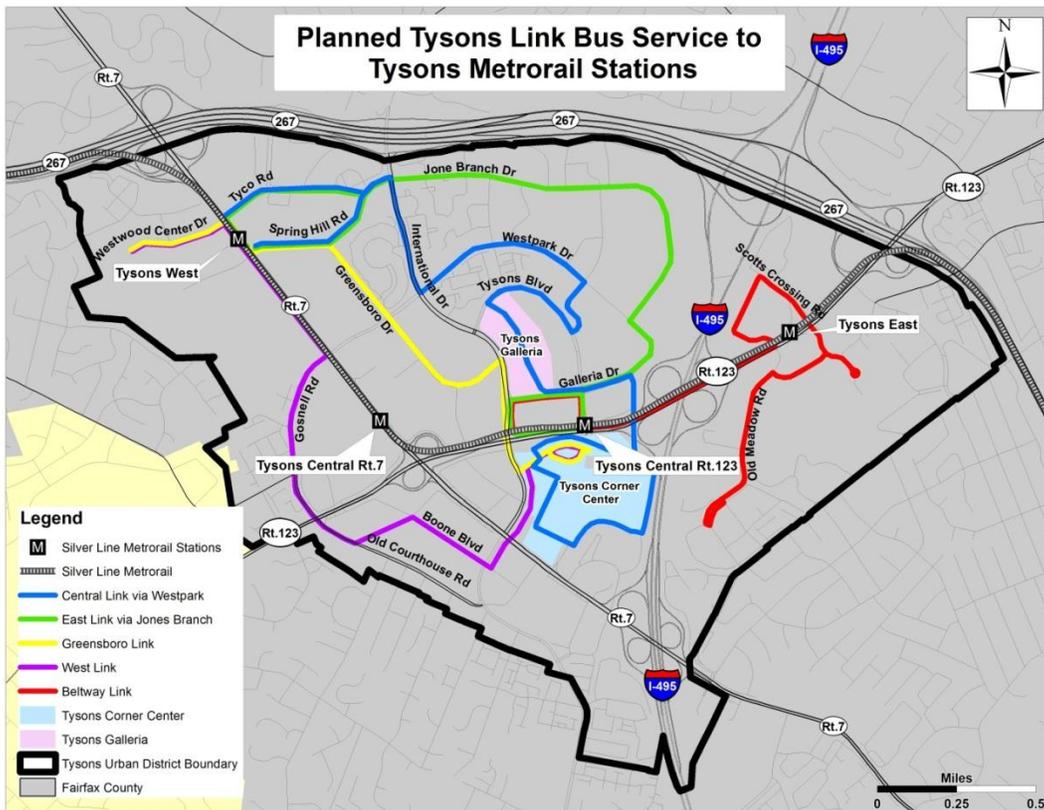
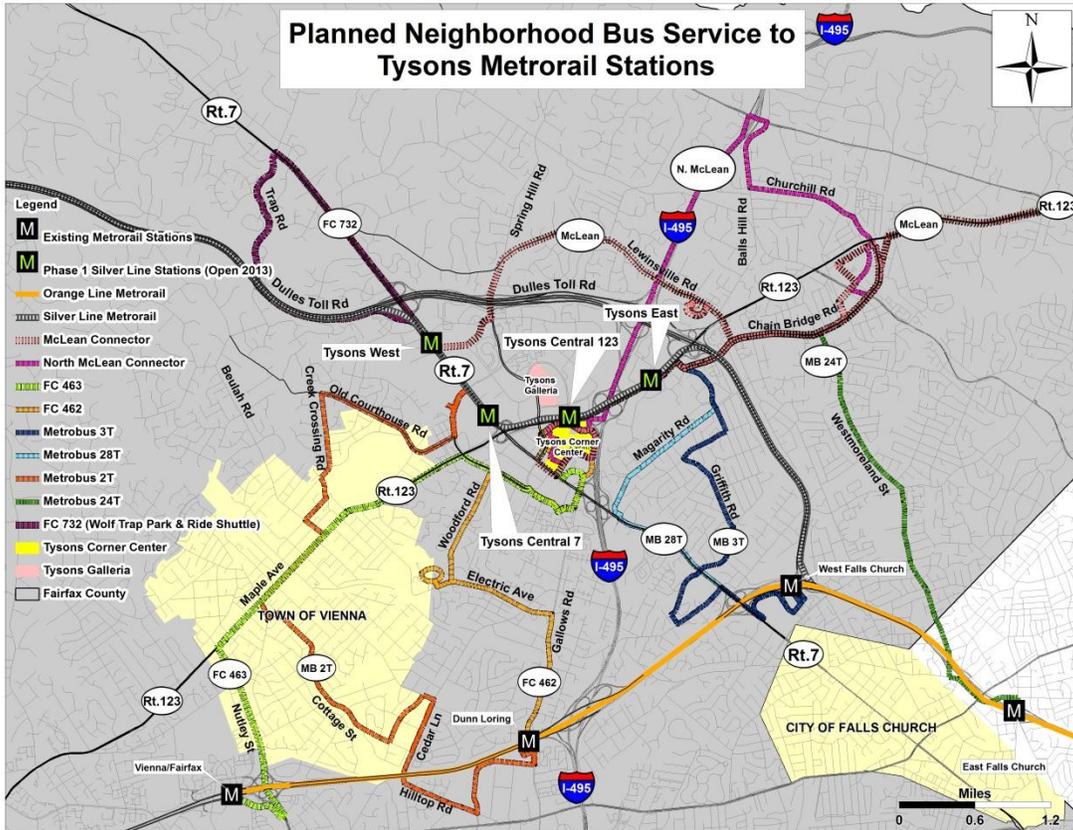
1. Jones Branch Drive On-Road Bike Lanes  
Cost (millions): \$0.10  
Description: Lane diet Jones Branch Drive between Spring Hill Road and West Park Drive and West Park Drive between Jones Branch Drive and Galleria Drive to provide on-road bicycle lanes. This work would be accomplished as part of a repaving project.
2. Magarity Road On-Road Bike Lanes  
Cost (millions): \$0.10  
Description: Lane diet Magarity Road from Route 7 (Leesburg Pike) to Great Falls Street. The work will be accomplished as part of a repaving project.
3. Ashgrove Plantation Trail (TMSAMS Trail Segment A)  
Cost (millions): \$0.50  
Description: This existing trail provides non-motorized access to the western end of Tysons from the Beulah Road/Trap Road corridor and the W&OD Trail. Although existing, this trail needs to be upgraded to current standards including the replacement of the bridge over Old Courthouse Spring Branch, and wayfinding signage. This is a popular route among bicyclists and currently identified on the County's Bicycle Route Map.
4. Old Courthouse Road/Freedom Hill Park Bike Shoulders  
Cost (millions): \$0.12  
Description: Construct asphalt shoulders on both sides of Old Courthouse Road from Westbriar Drive NE to Battery Park Street, a distance of approximately 1,200 linear feet. The width of the shoulders shall be no less than four feet.
5. Bicycle Parking Enhancements-Greater Tysons Area  
Cost (millions): \$0.05  
Description: Install bicycle racks on public rights of way throughout the Tysons area. The bicycle racks will be branded and unique to Tysons (using the design as defined in the Tysons Urban Design Standards document). Phase I will provide for 100 racks.
6. Sandburg Street Connecting Trail  
Cost (millions): \$0.15  
Description: Construct a trail connection on Sandburg Street from Oak Street to Sandburg Ridge Court. Approximately 300 linear feet of asphalt trail and bridge would be required to make this connection.
7. Greater Tysons Area Wayfinding Signage  
Cost (millions): \$0.15  
Description: Fabricate and install bicycle route directional signage on all major bike routes as defined as part of the signage recommendations contained in the Fairfax County Bicycle Master Plan, Phase I, Greater Tysons Corner.

8. Vesper Court Trail (TMSAMS Trail Segment D)  
Cost (millions): \$1.00  
Description: Identified as part of the bicycle master planning process for Tysons, this project involves construction of approximately 2,000 linear feet of asphalt shared use path including a bridge spanning Old Courthouse Spring Branch. This trail will connect Vesper Court with Route 7 at Spring Hill Road providing enhanced pedestrian and bicycle access from the North Vienna area.
9. Idylwood Road On-Road Bike Lanes and Shared Lane Markings  
Cost (millions): \$1.05  
Description: Widen Idylwood Road from Helena Drive to Idyl Lane, a distance of 1,850 linear feet. This project will involve widening Idylwood Road approximately five feet in width in each direction to accommodate on-road bike lanes. In areas where the width is restricted, a wide curb lane and/or shared lane (pavement) markings will be evaluated.
10. Lewinsville Road On-Road Bike Facilities  
Cost (millions): \$1.75  
Description: Construct on-road bike facilities on Lewinsville Road from Spring Hill Road to Balls Hill Road. Depending on existing conditions, these bicycle improvements will include: on-road bike lanes, bike shoulders, wide curb lanes, and the use of pavement markings including the "shared lane markings". Some segments within these limits have been completed as part of VDOT's summer repaving program.
11. Scotts Crossing Connecting Trail (TMSAMS Trail Segments K,L,M)  
Cost (millions): \$1.50  
Description: Construct a paved trail ten feet in width extending from Magarity Road to Old Meadow Road and Colshire Drive via Westgate Elementary School, Westgate Park, and Scotts Run Stream Valley Park. Completion of this trail network will provide a direct connection to Metro as well as employment centers east of the Capital Beltway.
12. Route 7, Leesburg Pike Shared Use Paths  
Cost (millions): \$4.50  
Description: Complete missing segments of trail (shared use paths) on Route 7 from Beulah Road to the Dulles Toll Road/Dulles International Airport Access Road to better accommodate bicyclists and pedestrians accessing the Metrorail station. The current Countywide Trails Plan includes parallel paved trails, ten feet in width along this roadway.
13. Sandburg Street Extension-George C. Marshall Bike/Pedestrian Bridge  
Cost (millions): \$10.00  
Description: Construct a bike/pedestrian bridge spanning the Capital Beltway (I-495) from the extension of Sandburg Street to George C. Marshall Drive and Marshall High School.
14. Westpark Trail (TMSAMS Trail Segment J)  
Cost (millions): \$0.50  
Description: Upgrade existing trail and complete missing segment of shared use path extending from Westpark Drive past Galleria Drive, West Branch Drive to Jones Branch Drive.

# TMSAMS Bus Service Improvements

During the TMSAMS public outreach process, the public was asked to refer to the following three maps, showing planned regional, neighborhood and internal bus service to and within Tysons Corner, to prioritize planned bus routes.





Using input obtained during the TMSAMS public outreach process, the Fairfax County Department of Transportation (FCDOT) further reviewed and modified recommended bus service contained in the Fairfax County Transit Development Plan (TDP), which included a robust public input process of its own. Through this effort, FCDOT has developed the “FCDOT Phase 1 Bus Service Recommendations”, “FCDOT Phase 2 Bus Service Recommendations” and “FCDOT Beyond Phase 2 Bus Service Recommendations”, with associated cost estimates.

**FCDOT Phase 1 Bus Service Recommendations** (Routes to implement by the opening of Phase 1 of Metrorail’s Silver Line

**Regional Service**

- Tysons Express from Burke
- Tysons Express from Lorton
- Tysons Express from Lorton 2 (Revised as a Springfield to Tysons route)
- Leesburg Pike Shuttle 1
- Leesburg Pike Shuttle 2
- FC 574
- FC 401
- MB 23A
- MB 28A,X
- MB 15M

**Neighborhood Service**

- MB 2T (Revised and will no longer run on Creek Crossing or Old Courthouse)
- MB 3T
- MB 24T
- FC 462
- FC 463
- McLean Connector
- North McLean Connector

**Tysons Link Service** (Internal Tysons Service)

- Central Link via Westpark
- East Link via Jones Branch
- Greensboro Link
- West Link
- Beltway Link

**FCDOT Phase 1 Bus Service Recommendation Cost Estimate**

The Phase 1 Bus Service Recommendations are based on recommendations from the Transit Development Plan (TDP). Phase 1 of the Bus Service Plan is cost neutral with the exception of the Tysons LINK services. As proposed, the Phase I Bus Service plan, which includes the Tysons Link internal shuttle system, requires 15 buses and adds approximately 54,673 annual service hours. These buses have been programmed for purchase in the FY2013 budget to be ready for service in December 2013. The funding for approximately 27,336 service hours will need to be programmed into the FY2014 and will cost approximately \$3.0 million. The full plan will cost approximately \$6.0 million annually starting in FY2015.

**FCDOT Phase 2 Bus Service Recommendations** (Routes to implement by the opening of Phase 2 of Metrorail's Silver Line)

**Regional Service**

Centreville Express

**FCDOT Beyond Phase 2 Bus Service Recommendations** (Routes to implement at some point beyond the opening of Phase 2 of Metrorail's Silver Line)

**Regional Service**

Tysons Express from Ft. Belvoir

Tysons Express from Huntington

**FCDOT Phase 2 and Beyond Phase 2 Bus Service Recommendation Cost Estimates**

Due to the unknown timing of implementation of Phase 2 and Beyond Phase 2 Bus Service Recommendations, cost estimates for routes planned for these phases are not available. Cost estimates for bus routes planned for Phase 2 and beyond can be conducted closer to when these routes are anticipated to be implemented.

**Eliminated Routes**

**Regional Service**

MB 28T – Route eliminated by the Washington Metropolitan Area Transit Authority (WMATA).

**Neighborhood Service**

FC 732 – Wolf Trap has no interest in providing commuter parking to serve this route.