

## **FCDOT Staff Responses to TMSAMS Advisory Group Recommendations**

The mandate of the TMSAMS Advisory Group was to ensure that the goals of the Tysons Metrorail Station Access Manage Study (TMSAMS) were met. With Plan Amendment guidance and additional studies in mind, the TMSAMS Advisory Group compiled a list of recommendations for Fairfax County Department of Transportation (FCDOT) staff. These recommendations are in addition to the pedestrian, bicycle and bus service improvements that were presented to the public for prioritization during the TMSAMS public outreach process, shown in Section 6 of the TMSAMS Final Report, and are not intended to conflict with those projects in terms of prioritization. The TMSAMS Advisory Group Recommendations are intended to provide guidance to FCDOT staff on areas that need additional analysis to ensure that residents and employees, in and around Tysons Corner, will be served by a robust multi-modal transportation system in Tysons Corner. This document lists each of the TMSAMS Advisory Group Recommendations followed by a response from FCDOT staff.

### **7.1 Pedestrian/Bicycle Recommendations**

#### **Pedestrian/Bicycle Recommendation 1**

Due to multiple entrance and exit ramps onto the Dulles Toll Road and I-495 from Rt. 7 and from Rt. 123, pedestrian and bicycle access into Tysons Corner is difficult and dangerous along these corridors, specifically along Rt. 7 from areas north of Tysons Corner and along Rt.123 from areas east of Tysons Corner. Linear, median-running, pedestrian/bicycle parks are a possible solution to provide safe and attractive pedestrian and bicycle access into the core of Tysons while bypassing the entrance and exit ramps along Rt. 7 and Rt. 123.

FCDOT should work with VDOT to evaluate and develop an option to provide this type of facility along these corridors to ensure adequate, safe and attractive pedestrian and bicycle access is provided into the core of Tysons Corner. Special consideration of this type of improvement should be given to the redesign of the Rt.7 bridge over the Dulles Toll Road when that project moves forward.

#### **Fairfax County Staff Response**

Linear median-running pedestrian/bicycle facilities have been proposed as an alternative to crossing multiple ramps within an interchange area. FCDOT has done an assessment of this treatment for the Route 7 and Route 123 interchanges with the Dulles Toll Road and found that major bridge piers exist within the medians and therefore preclude this type of facility. However, more traditional pedestrian and bicycle facilities will be provided where a median running facility cannot be accommodated. FCDOT will consider median-running pedestrian/bicycle facilities in other locations as new projects are identified and evaluated.

## **Pedestrian/Bicycle Recommendation 2**

The Tysons Corner Sidewalk Analysis was incorporated into the TMSAMS effort to identify and prioritize sidewalk and crosswalk improvements in Tysons Corner. This study focused on missing sidewalk segments and crosswalks within the Tysons Corner Urban Boundary or an approximate one-mile distance around the four Metrorail stations in Tysons Corner.

FCDOT staff should conduct a more extensive sidewalk and trail analysis to evaluate and identify necessary sidewalk, and crosswalk facility improvements with an emphasis on a three-mile area surrounding the Tysons Metrorail stations. Priority should be given to pedestrian and bicycle facility improvements providing direct access to bus stops or that provide direct, longer distance, connections to the Metrorail stations in Tysons Corner. Suggested priority corridors to be evaluated are as follows:

- Rt.123 into Tysons from the McLean Central Business District
- Magarity Road to the Tysons East Metrorail station
- Gallows Road to the Tysons Central 123 Metrorail station
- Old Courthouse Road, from Trap Road, to the Tysons Central 7 Metrorail station
- Rt.7, from Trap Road and Spring Hill Road, to the Tysons West Metrorail station
- Rt.123, from the Town of Vienna, to the Tysons Central 7 and Tysons Central 123 Metrorail stations

### **Fairfax County Staff Response**

The priority of the TMSAMS effort is to identify pedestrian improvements closest to the stations where they will be most heavily used. At such time as those priority needs are funded and funding is available for pedestrian projects outside of the core Tysons Corner area, FCDOT staff will study missing sidewalks and crosswalks within a three-mile radius of the stations.

## **Pedestrian/Bicycle Recommendation 3**

Increase pedestrian safety with enhanced crosswalk design, including colored pavement, to identify a crosswalk in an urban area and special “pedestrian refuge” areas in medians.

### **Fairfax County Staff Response**

The inclusion of median pedestrian refuge areas is desirable and is considered as part of all urban intersection design. However, other engineering issues such as turning radius and frontage limitations do not always allow crosswalk placement to allow for median refuges. It should be noted that signal timing in Tysons will allow pedestrians to cross streets where no median is present.

VDOT must conform to the Manual on Uniform Traffic Control Devices (MUTCD) guidelines. According to the (MUTCD), “Colored pavement is used as a purely aesthetic treatment and is not intended to communicate a regulatory, warning, or guidance message to road users. Colored pavement is not considered to be a traffic control device, even if it is located between the lines of a crosswalk. Colored pavement located between crosswalk lines should not use colors or patterns that degrade the contrast of white crosswalk lines, or that might be mistaken by road users as a traffic control application.” That being said, the Memorandum of Understanding

between the Virginia Department of Transportation and FCDOT allows the use of alternative pavement treatments that comply with all safety guidelines. Alternative pavement treatments may be implemented by individual developers in Tysons as redevelopment occurs over time.

#### **Pedestrian/Bicycle Recommendation 4**

Continue the WMATA plans for the Vienna Metro pedestrian/bike improvements within the immediate vicinity of the Vienna Metro station.

##### **Fairfax County Staff Response**

FCDOT staff will review the WMATA Metrorail Bicycle & Pedestrian Access Improvements Study (October 2010). At such time as future funding is available for pedestrian projects serving Metrorail Stations, FCDOT staff will prioritize Study recommendations for the Vienna-Fairfax GMU Metrorail Station for funding. The MetroWest development, currently under construction, at the Vienna-Fairfax GMU Metrorail Station is transforming the south side into a more pedestrian-friendly environment.

#### **Pedestrian/Bicycling Recommendation 5**

Phasing recommendations in the Tysons Corner Bicycle Master Plan should be re-evaluated based on public input obtained through the TMSAMS process. Corridors prioritized for bicycle facility improvements in the TMSAMS effort should be “fast-tracked” into the near term.

##### **Fairfax County Staff Response**

Phase I of the Bicycle Master Plan addressed bicycle infrastructure improvements as well as policy directives in order to make the Tysons Corner Area bicycle friendly and safe. Recommendations were developed and coordinated through both a citizen’s task force (the Bicycle Advisory Committee), participation in TMSAMS meetings, and extensive public outreach and data collection processes. These elements have resulted in a draft network of improvements for bicycle connectivity and access to, from, and through the greater Tysons Corner area. All FCDOT projects are implemented in the most timely manner possible. Due to funding constraints and the need to balance spending on projects throughout the county, the ability to “fast-track” projects prioritized through the TMSAMS effort is limited.

#### **Pedestrian/Bicycle Recommendation 6**

Where possible, Fairfax County staff should contact Tysons Corner property owners to obtain permission for pedestrian and bicycle access, across private property, to Metrorail stations. Access, through private property, between Gosnell Road and the Tysons Central 7 Metrorail stations is an example that should be explored to address this recommendation.

## **Fairfax County Staff Response**

Currently, when the County seeks to improve access for pedestrians and bicyclists across private property and the County is spending public funds to make improvements to property for sidewalks and or trails, properly recorded and legally binding easements are first obtained from landowners for the construction, maintenance and use by the public over an easement area. In addition to the need to obtain permanent easements for public access across private property, it is not feasible for the County to enter into 'informal landowner arrangements' for unimproved access without increasing its risk for liability associated with pedestrian safety and for ADA compliance requirements. Currently, the County's role of influencing safe and easy access for both pedestrians and bicyclists to reach Tysons Metro stations is governed by the redevelopment, zoning and site plan process. However, on an interim basis before a site redevelops and if there are access issues, the 'Tysons Partnership' should be encouraged to reach out and actively build consensus and cooperation among its stakeholders, especially landowners by granting public access, at least for a defined period of time or until redevelopment can occur for a site area.

## **7.2 Bus Service Recommendations**

### **Bus Service Recommendation 1**

The planned Tysons Corner Link Service, as defined in Chapter 8.7 of the Transit Development Plan (TDP), confines the service to the boundaries of the Tysons Corner Urban Boundary and routes less than four miles long that will "link" employment, residential, and retail with Silver Line stations as a circulator. The TDP further states that "a branding strategy ("Tysons Corner Link") could be effective in establishing an identity to distinguish the proposed service as a transit service noticeably different from the transit services currently operated within the county. According to the TDP, "Tysons Corner Link" service should incorporate the following elements:

- Reliability – with frequent and faster service and services operated on schedule, customers will perceive wait time to be acceptable and reliability to exceed the typical Connector and Metrobus experience.
- Small buses – easy to board and alight and sized to match the expected demand, which minimizes excess dwell times allowing for quicker travel times and clearly distinct from the standard large buses operated by the Fairfax Connector and Metrobus.
- Passenger amenities – items such as shelters, benches, schedule and real-time information to help manage and improve passenger wait time experience.
- Collateral materials - clear information on how to use the "Link" service explaining where and how to access the bus, where each route goes, and what the schedule is.
- Bus stop signage – signage should be clear, simple and recognizable.

The TDP further states that "existing and proposed Tysons Corner area neighborhood and regional service routes on the whole do not have the same service attributes as the proposed Link routes", and suggests that those services would undermine the value of the "Link" brand. Public comments collected through the TMSAMS effort suggests otherwise. FCDOT should consider "branding" as "Tysons Corner Link" all neighborhood and regional bus service, with an emphasis on service provided within a three-mile radius of the Tysons Corner Metrorail stations and to Tysons Corner. These routes should stand out

against other bus services provided within the county to make it clear that these routes serve Tysons Corner and the Metrorail stations.

### **Fairfax County Staff Response**

Branding the Tysons Link service makes sense for several reasons:

- It will support the required paradigm shift by commuters from auto driver to transit rider by providing frequent and comprehensive service coverage to Tysons.
- It will support the transition of Tysons Corner from a suburban development pattern toward a more urban pattern.

Expanding this brand to routes that carry people to and from Tysons Corner would dilute the brand and make it much less focused. The cost of wrapping or painting buses and installing additional branded bus stop signs is substantial. If this were done for regional bus service, it would mean installing branded bus stop signs in locations as far distant from Tysons as King Street Metro (Metrobus 28A), Franconia-Springfield Metro (Connector 401/402) and Reston Town Center Transit Station (Connector 574). Money spent on these efforts could be put to better use by improving service levels on some of those same routes that are programmed to have only 30-minute headway peak service.

Bus fleet logistics and maintenance issues also do not favor the expanded branding concept in this recommendation, as branding breaks a unified bus fleet into a number of unique sub-fleets. Experience with the branded Richmond Highway Express (REX) service is instructive here. When the REX service was started in September 2004, 12 buses were required to operate the service. A total of 14 buses were branded as REX buses, to provide the generally accepted 20 percent spare ratio – additional buses to cover when others are unavailable for service. Today the REX runs more frequently, and all 14 buses are required to cover the service. This means that when a REX bus is unavailable, a standard Metrobus must be dispatched in its place. In turn, this change in the look of the bus providing the same service often results in passenger confusion.

This does not mean that a targeted marketing campaign has no value. On the contrary, such a strategy could prove helpful in expanding the use of bus services to reach Tysons Corner. It does mean that the campaign should not include branding the buses that provide those services.

### **Bus Service Recommendation 2**

In coordination with the Fairfax Connector, WMATA, and the Fairfax County Supervisor District Offices that encompass Tysons Corner, FCDOT should revise routes shown in the Transit Development Plan based on public input obtained through the TMSAMS effort. Additional routes, using smaller “shuttle style” buses, should be evaluated to serve lower density areas where demand can support this type of service and where the roadway network may not be able to accommodate standard size Fairfax Connector and WMATA buses. Subscription bus services should also be considered. See Appendix K for a list of bus routes that should be investigated.

### **Fairfax County Staff Response**

FCDOT has acknowledged many of the concerns raised by members of the public about proposed bus routes, and has modified the route proposals to address those concerns. The existing Connector fleet of 10 “shuttle” (also known as body-on-chassis or cutaway) buses is scheduled to be retired by the end of 2013, and is not included in the Connector’s bus replacement plan. FCDOT will evaluate suggestions for additional routes to link surrounding neighborhoods with the Metrorail stations in Tysons; however, services that would link one or more neighborhood park-and-ride lots to a nearby Metrorail station would be more efficient, and more likely successful, than routes that would pass through low density residential areas to pick up riders at or near their homes.

### **Bus Service Recommendation 3**

In coordination with the Fairfax Connector, WMATA, the Town of Vienna and the Fairfax County Supervisor District Offices that encompass Tysons Corner, FCDOT should complete a bus stop study for Tysons Corner and the areas within a three-mile radius of the Tysons Corner Metrorail stations. This study should address the following:

- Identify all bus stop locations for existing and planned routes
- Determine if any existing stop locations can be consolidated
- Coordinate with but do not unnecessarily duplicate stops on other routes
- Ensure bus stop safety by ensuring adequate lighting and visibility is provided
- Ensure bus stops are accessible to all users, are connected by sidewalks and or trails and comply with or exceed ADA standards
- Determine how bicycle parking can be provided at bus stops
- Review the bus shelter inventory and ongoing plan to make necessary improvements

### **Fairfax County Staff Response**

A full inventory and bus stop study was completed in September of 2005. The study is comprehensive and, in conjunction with the Board’s Four-Year Transportation Program, is an investment by Fairfax County to increase the safety of pedestrians and the ridership of transit modes. Decisions on possible consolidation of nearby stops should be deferred until after the route changes have been implemented, as the utilization of some stops is likely to change if the structure of the route(s) serving them has changed. Satisfying preconstruction requirements (land acquisition, design, permits, etc.) remain the biggest constraints associated with the immediate improvement of any bus stop and the same would be true of providing bicycle parking at bus stops. The County has a bus shelter advertising contract with Signal Outdoor Advertising is for construction, maintenance, cleaning and trash pick-up at bus shelters countywide with no fiscal impact to the County. The contractor will sell advertising space on one side of the shelters to generate revenue to fund the program. This program presents an opportunity to have shelters installed in the Tysons area at no cost to the County. It should be noted that bus stop planning for new routes serving Tysons will be conducted before these services begin.

#### **Bus Service Recommendation 4**

For those who would like to use transit but live beyond walking distance to a planned bus route, provide remote Park-and-Ride and Kiss-and-ride facilities, with bicycle parking, along key bus routes in advance of the Silver Line opening. Areas that should be considered for remote park-and-ride and/or remote kiss-and-ride facilities are as follows:

- Along Rt.7, Leesburg Pike, west of Tysons Corner
- Along Rt.123, Dolley Madison Blvd, in the McLean Central Business District

#### **Fairfax County Staff Response**

The TDP identified several potential sites for park-and-ride lots in the Route 7 corridor west of Tysons Corner. There are few, if any, potential park-and-ride lot sites along Route 123 / Dolley Madison Boulevard. Two churches, McLean Presbyterian and Lewinsville Presbyterian, are located along the proposed North McLean Circulator. Three other churches, Saint Luke's Catholic Parish, St. Luke Orthodox Church, and St. John's Episcopal Church, and two parks, Clemyjontri Park and Langley Fork Park, are all located along Georgetown Pike between the Beltway and Route 123. If the owners of one or more of these potential park-and-ride locations would agree to allow commuter parking at their facility, FCDOT would consider revising the proposed North McLean Connector to operate along Georgetown Pike and Dolley Madison Boulevard rather than the Beltway.

#### **Bus Service Recommendation 5**

Since Rt. 7 and Rt. 123 are the two main boulevards running through Tysons Corner and serve as the most direct routes to, from and through the area, bus routes running on these roads are likely to be the most highly used by bicyclists. Bus routes operating on these roads should be fitted with extra bicycle carrying capacity, over what is typically provided on Fairfax Connector and WMATA buses, to accommodate this extra demand.

#### **Fairfax County Staff Response**

All Fairfax Connector and WMATA buses are fitted with bicycle racks. The County's latest bus order included racks with a capacity of three bicycles, while the older buses have racks that hold two bikes. The increase in bicycle capacity must be weighed against the impact of larger front-mounted racks on pedestrian and rider safety, as well as on bus maneuverability.

#### **Bus Service Recommendation 6**

Include bus stop accessibility information on the Fairfax Connector Website and coordinate with and encourage WMATA to do the same.

#### **Fairfax County Staff Response**

FCDOT recommends against including bus stop accessibility information on the public website. "Accessibility" is somewhat qualitative and presents problems when identifying stops. For example, consider a bus stop near an intersection with a proper loading pad, sidewalk

connection to a ramp at the intersection; however, 200 feet away from the intersection is a senior home connected by only a dirt path with several overgrown trees. This stop would be considered accessible as it meets the ADA requirements; however it is not accessible for the senior who may want to use the stop.

### **7.3 Roadway Project Recommendations**

#### **Roadway Project Recommendation 1**

Implement a formal process between FCDOT and VDOT to share information about VDOT's planned road maintenance plans, such as repaving, within the three-mile radius of Tysons Corner, so projects can be assessed for potential multi-modal and "complete streets" improvements such as:

- Restriping to create wider shoulders or bike lanes
- Improving crosswalks, and
- Improving bus stop access.

#### **Fairfax County Staff Response**

There currently is a process between FCDOT and VDOT to share this information, and FCDOT coordinates with VDOT on opportunities to make improvements, including wider shoulders or bike lanes and crosswalks. The County will continue to work with VDOT to provide as many improvements as possible as part of VDOT's repaving and maintenance work. Since bus stop access is often completed with concrete material, instead of asphalt, it does not seem feasible for VDOT to include bus stop access improvements within the repaving maintenance budget. There are, however, funds available to improve bus stops countywide, and this process is ongoing with over 50 bus stop improvements being completed Countywide each year.

#### **Roadway Project Recommendation 2**

Investigate possible enhanced public transportation corridors, for Gallows Road and other facilities providing direct access into Tysons Corner, to include the specifics of transit routes, technology, timing and the possibility of greater capacity for alternative modes.

#### **Fairfax County Staff Response**

At the direction of the Fairfax County Board of Supervisors, FCDOT is conducting a County Transit Network Study. This study began in December 2011 and is expected to be completed in the first half of 2013. The purpose of the study is to establish a network of high quality transit corridors, in a cost-effective way, to serve the County's need to accommodate planned growth over the long term. As a starting point, the study is using the Enhanced Public Transportation Corridors as designated on the County's Comprehensive Plan. However, the study will determine future countywide transit needs and will assess the need for high quality transit service in other corridors such as the Gallows Road corridor and other facilities serving activity centers such as Tysons Corner.



### **Roadway Project Recommendation 3**

Prioritize and “fast track” road projects within the three-mile radius of Tysons Corner, that enhance multi-modal travel and adhere to the Complete Streets policy.

#### **Fairfax County Staff Response**

Unfortunately, in the current economic climate, there are very limited funds available for transportation improvements, and funding is usually allocated to priority needs throughout the County. FCDOT is currently meeting with Board offices to identify future multi-modal transportation improvement priorities, so that as new funding becomes available, staff can work to allocate sufficient funds to prioritized projects. These future unfunded projects include roadway, pedestrian, bicycle, and transit needs. It should be noted that the County has completed the Tysons Corner Neighborhood Study that specifically focuses on necessary transportation improvements located within the communities immediately surrounding Tysons Corner.

### **Roadway Project Recommendation 4**

Improve the Beulah/Trap Road/Old Courthouse Road intersection to create a better turning radius for buses.

#### **Fairfax County Staff Response**

Beulah Road, Trap Road, and Old Courthouse Road generally have residential densities that are below the 3-4 households per acre that experience has shown to be the minimum level needed to support fixed-route transit service. Consequently, there are no plans to operate bus service through this intersection in the foreseeable future; thus, there is no need to improve this intersection as recommended.

### **Roadway Project Recommendation 5**

Improve the alignment, drainage and pavement material on Old Courthouse Road, in the vicinity of Besley Drive, to support regular bus service in this area and to improve access to County parks on both sides of Old Courthouse Road.

#### **Fairfax County Staff Response**

Old Courthouse Road generally has residential densities that are below the 3-4 households per acre that experience has shown to be the minimum level needed to support fixed-route transit service. Consequently, there are no plans to operate bus service along this segment of Old Courthouse in the foreseeable future; thus, there is no need to improve this segment of Old Courthouse Road as recommended. That being said, this project is currently on the Hunter Mill District list of possible unfunded future projects, and is currently estimated to cost approximately \$5.5 million. FCDOT is currently meeting with Board offices to identify future multi-modal transportation improvement priorities, so that as new funding becomes available, staff can work to allocate sufficient funds to prioritized projects.

### **Roadway Project Recommendation 6**

Realign Beulah Road at Clarks Crossing to create right-of-way for a multi-modal trail (Segments A/B, Phase I, NoVi Trail Network).

#### **Fairfax County Staff Response**

There currently is no funding available for such a roadway realignment project. However, there is a currently funded walkway project to construct a six-foot asphalt trail at this location, which has been designed and is currently entering the right-of-way phase.

### **Roadway Project Recommendation 7**

Prioritize the widening of Rt.7, west of Tysons Corner and add a separate pedestrian/bicycle overpass at the Dulles Toll Road.

#### **Fairfax County Staff Response**

VDOT has identified \$30 million in funding, for preliminary design only, of the estimated \$300 million Route 7 widening from the Dulles Toll Road (DTR) to Reston Avenue. This project design has not yet begun, but VDOT is holding stakeholder meetings on a variety of issues concerning the future widening. VDOT has also identified \$12 million, for design only, for the Route 7 bridge over the DTR. The design will consider pedestrian and bicycle access over the DTR. However, construction funding is not available at this time.

### **Roadway Project Recommendation 8**

Address all recommended intersection improvements identified in the Tysons Corner Neighborhood Analysis. <http://www.fairfaxcounty.gov/tysons/transportation/>

#### **Fairfax County Staff Response**

As part of the Tysons Monitoring Program, all intersections included in the Tysons Corner Neighborhood Traffic Impact Analysis will be monitored periodically as development in Tysons occurs to determine when it is appropriate to proceed with mitigation measures. The horizon year for the traffic impact analysis was 2030. However, the analysis showed that some of the proposed improvements would be effective in the shorter term because some of the intersections experience excessive delays under current conditions. Those will be considered for spot intersection improvements as funding becomes available, subject to a community involvement process that would occur before final decisions are made on any particular project. It should also be noted that the consolidated traffic impact analyses currently being undertaken with respect to the zoning cases under review have identified other mitigation measures for at least four of the intersections included in the study.

## **7.4 Travelers with Disabilities Recommendations**

### **Travelers with Disabilities Recommendation 1**

The Americans with Disabilities Act (ADA) requires the bare minimum in terms of facilities required to accommodate people with disabilities. FCDOT should work with VDOT to ensure all transportation projects within Fairfax County include standards endorsed by the U.S. Access Board including but not limited to:

- Raised letter and Braille signs at bus stops and in bus shelters
- Audible pedestrian traffic signals
- Wide medians and curb cuts to allow two persons in wheel chairs to cross side-by-side.
- Raised sidewalks/no street-level crossing areas
- Audible announcements at rail stations
- Emergency phones in case of elevator outages, and
- Pay phones in rail stations.

### **Fairfax County Staff Response**

The Fairfax County Department of Transportation understands that ADA requirements are the bare minimum in terms of facilities required to accommodate people with disabilities. FCDOT continuously works with VDOT to exceed these standards wherever possible.

## **7.5 Community Support Recommendations**

### **Community Support Recommendation 1**

Protect property owners in neighborhoods surrounding Tysons Corner from commuter parking on residential streets to access the nearby Metrorail stations in Tysons Corner. Strategies to meet this recommendation include:

- Making use of the Board of Supervisors and Town of Vienna policies for pre-emptive, streamlined neighborhood parking permitting processes
- Developing an online tool for location and booking of available parking spaces within Tysons Corner
- Providing adequate parking patrols, on foot, in vehicles and on bicycles, to enforce parking restrictions
- Implementing widespread and closely-spaced parking restriction signage
- Publicizing parking patrols and fines before Metro opens

### **Fairfax County Staff Response**

Code Section 82-5A currently provides for residents to request permit parking within their communities through their district supervisor. This includes residential areas in close proximity to an existing or proposed rail station. There is also a pre-emptive process in place whereby a temporary permit parking district can be created, if conditions are met, followed by the regular petition process and public hearing. The community south of the Herndon-Monroe Park and Ride lot currently has permit parking in place (pre-emptively).

Development of an online tool would require funding that is currently unavailable. Space location technology (parking on public streets) would require the installation of the correct type of parking meters and sensors. Location and booking (reserving) spaces within private lots or structures would fall to individual property owners.

VDOT can install parking restrictions for safety and sight-distance and will review upon request. Signs are placed approximately 200 feet apart. All other parking restrictions that are not on approved development plans must be approved by the Board at a public hearing that is handled by FCDOT.

Enforcement of parking restrictions is currently the responsibility of the Fairfax County Police Department. With the existing suburban character of Fairfax County and current lack of metered on-street parking, the County has limited resources to enforce parking restrictions. However, as Tysons Corner and the County redevelop and become more urban over time, more resources may be devoted to this effort.

## **Community Support Recommendation 2**

Although the Comprehensive Plan for the Tysons Corner Urban Center specifies no permanent, long-term public parking at the Metrorail stations in Tysons Corner, the need for parking at the Metrorail stations in Tysons Corner was a recurring theme heard during the TMSAMS Public Involvement Process. FCDOT should continue its work on Tysons interim parking, as directed by the Board as a Follow-On Motion in June of 2010, to identify locations to provide interim commuter parking facilities at the Metrorail stations in Tysons Corner.

### **Fairfax County Staff Response**

FCDOT continues to work on identifying potential opportunities for interim commuter parking near the Tysons Metrorail stations.

## **Community Support Recommendation 3**

FCDOT should develop and implement a way finding plan, including signage and the use of online/smart technologies, in Tysons Corner and within a three-mile boundary of the Tysons Corner Metrorail stations.

### **Fairfax County Staff Response**

The Fairfax County Office of Community Revitalization (OCR) will coordinate with FCDOT, DPZ, OPA, The Tysons Partnership, and stakeholder groups to develop a comprehensive way finding signage system for Tysons. The use of smart technology and online components for this signage and way finding will be considered.

#### **Community Support Recommendation 4**

Using smart technology to make it easier for travelers to plan and use multi-modal transportation options, FCDOT, in partnership with TYTRAN and/or the Tysons Partnership, should plan and launch a centralized multi-modal education/outreach campaign and website in advance of Metro opening. This campaign could include the following:

- The creation (or crowd source) of a campaign catch phrase
- The creation of an online social and support networks of travelers (starting with TMSAMS email list)
- The creation of a “Citizens for a Livable Tysons Corner” group
- Employing community champions to use visualization tools for speaking to neighborhood groups and HOAs
- The use of Web tools to monitor info about resident and business concerns
- Publicizing the effectiveness of car sharing, teleworking, flexible work hours and other strategies to remove single occupant vehicles from road
- Publicizing instructions for bicycle sharing, bicycle parking and car sharing opportunities
- An online tracking of transportation enhancements by mode
- Publicizing and the use of MWCOG’s “School Pool” system (<http://tdm.commuterconnections.org/MWCOGSchoolPool/>) to help parents and students utilize multi-modal means of getting to school and work
- In coordination with TYTRAN or other private partners, a free online traveler’s dashboard should be developed to support multi-modal travel options and local businesses through advertising
- WMATA SmarTrip cards which include membership/privileges for all public transportation options, including bus, bike share, bike and car parking, should be publicized
- Online travel tools should be partnered with and publicized including:
  - [www.seeclickfix.com](http://www.seeclickfix.com)
  - [www.NuRide.com](http://www.NuRide.com)
  - [www.Uber.com](http://www.Uber.com)
  - [www.ParkCirca.com](http://www.ParkCirca.com)

#### **Fairfax County Staff Response**

The creation of a single system to include all of the features listed above goes beyond the technical and financial resources available to FCDOT. That being said, the Tysons Partnership may be better equipped to lead such an effort. If the Tysons Partnership, or any other agency/organization endeavors to create such a system, FCDOT would work collaboratively to provide the services listed above, where possible.

## **7.6 Implementation Recommendations**

### **Implementation Recommendation 1**

To ensure timely action on implementation of the multimodal priorities recommended in this report, the following steps should be taken as soon as the report is approved by the Board of Supervisors:

- Calculate preliminary engineering and total project cost estimates for each priority and assign to lead agency
- Label priorities “TMSAMS” and include in the 2011 Annual Report for the Board’s Four-Year Transportation Program and the subsequent Board’s Four-Year Program Quarterly Reports, the Transportation Design Division Monthly Projects Status Report, and VDOT’s Six-Year Plan
- Request that VDOT re-evaluate Six-Year Plan Projects to advance allocations to Tysons Corner priorities for timely implementation before the stations open
- Include and account for study priorities in the annual report on the County’s Tysons Corner Area Transportation to the Board, TYTRAN, and the Tysons Partnership

**Fairfax County Staff Response**

As part of the responses to Chapter 6 of the TMSAMS report, FCDOT developed cost estimates and provided recommendations for implementation on the identified projects. Annual funding decisions by the Board will initiate implementation of specific projects. Once individual projects are funded, the projects will be added to the FCDOT quarterly and annual reports for the Board’s Four-Year Transportation Program, and the FCDOT Transportation Design Division Monthly Projects Status Report. The projects will be identified as TMSAMS projects on the reports. FCDOT will coordinate with VDOT to include the funded projects in the Six-Year Plan as appropriate, and have them labeled specifically as TMSAMS projects. It should be noted that the Fairfax County Board of Supervisors is including priority Tysons projects in its request for funding in the Six-Year Plan.

When VDOT allocates state and federal funding for the Primary and Interstate road systems, they consider state and countywide priority projects on a regional basis. As a result, it will not be possible to advance allocations to Tysons Corner priorities. In addition, there is currently no funding for the VDOT Secondary Road System Six-Year Plan. Accounting for TMSAMS priorities in the annual report on the “County’s Tysons Corner Area Transportation” is addressed in the Fairfax County Staff Response to Implementation Recommendation 2 below.

**Implementation Recommendation 2**

Include and account for TMSAMS multi-modal priorities in annual report on Tysons Corner Area Transportation to the Board of Supervisors, TYTRAN and the Tysons Partnership. Identify TMSAMS projects in BOS quarterly reports.

**Fairfax County Staff Response**

Most of this recommendation has been addressed in the Fairfax County Staff Response to Implementation Recommendation 1. The Office of Community Revitalization (OCR) provides an annual report on Tysons that includes a transportation component. FCDOT staff will work with OCR staff to ensure the transportation component included in the annual report also includes TMSAMS specific items.

**Implementation Recommendation 3**

FCDOT Staff should seek grants to assist with planning and implementing pedestrian, bicycle and bus service improvements, including these objectives:

- Increased bus service and frequency
- Sustainable, accessible bus shelters especially on Routes 7 and 123
- Smaller shuttle-style buses
- Park-and-Ride and/or Kiss-Bike-and-Ride facilities
- Pedestrian and Bicycle improvements to specifically access bus stops and/or Metrorail stations

Grants that should be considered include:

- Urbanized Area Formula Program, Statute (Title 49) 5307
- Fixed Guideway Modernization, Statute (Title 49) 5309
- Bus and Bus Facilities, Statute (Title 49) 5309, 5318
- Transportation for Elderly Persons and Persons with Disabilities, Statute (Title 49) 5310
- Job Access and Reverse Commute Program, Statute (Title 49) 5316
- Paul S. Sarbanes Transit in Parks Program, Statute (Title 49) 5320
- Safe Routes to Schools
- Transportation Enhancement Grants

#### **Fairfax County Staff Response**

FCDOT pursues all eligible grant funding opportunities. Most grants identified by the group for consideration are sought after, specifically those pertaining to bus shelters, park-and-rides, kiss-and-rides, and bicycle and pedestrian improvements. The County also seeks grants for planning and construction of large-scale roadway projects including a recently submitted TIGER IV Grant Application for the Jones Branch Connector project in Tysons. However, as Fairfax Connector receives no federal funding, pursuing grants for increased transit service and frequencies is not done. WMATA is the recipient of 5307 and 5309 funds in the region, which helps offset some of the County's operating subsidy to WMATA.

#### **Implementation Recommendation 4**

Review, and pursue if necessary, private industry solutions for providing on-demand transit services and revenue-raising opportunities such as the sponsoring of bus stops and bike share.

#### **Fairfax County Staff Response**

Private on-demand transit services are available through a variety of companies like Reston Limo, Red Top Cab or Yellow Cab. The County has a bus shelter advertising contract, with Signal Outdoor Advertising, for construction, maintenance, cleaning and trash pick-up at bus shelters countywide. The contractor will sell advertising space on one side of the shelters to generate revenue to fund the program. This program presents an opportunity to have shelters installed in the Tysons area at no cost to the County.

## **Implementation Recommendation 5**

In coordination with TYTRAN, the Tysons Partnership, and the Fairfax County Supervisor District Offices that encompass Tysons Corner, FCDOT should seek mutually beneficial private-public and private-private partnerships to create multi-modal facilities which are completed before the opening of Metro.

Outreach should begin immediately to:

- Walmart – regarding Metro connectivity via the Ashgrove trail area.
- Dominion Power and the Georgelas Group – regarding the Vesper Street right-of-way.
- Sheraton Premiere Hotel – trails leading to Metro stations in Tysons Corner and Reston.

### **Fairfax County Staff Response**

The Fairfax County Department of Transportation's Site Analysis Section is currently reviewing redevelopment projects that contain or are adjacent to the areas identified above. Staff is working closely with those developers to address the multi-modal infrastructure needs identified in the Tysons Plan Amendment and as further recommended by TMSAMS. Staff is attempting to secure tangible commitments from the developers that would completely or, at least partially, assist with the construction or funding of these specific improvements. Given the fact that final buildout of each redevelopment application may not occur for some time, staff will work with the applicants to achieve the most desirable interim condition possible.

## **Implementation Recommendation 6**

FCDOT should create a GIS-located QR tracking or its current state-of-the-art equivalent of TDM/property agreements and proffers.

### **Fairfax County Staff Response**

FCDOT does not currently have the necessary resources to develop a GIS located QR tracking system for TDM/property agreements and proffers. Use of such a system is not anticipated to be great enough to justify the time and costs involved with implementation. That being said, approved proffers, which include TDM, are already accessible to the public and can be found on the Fairfax County website through the Land Development System (<http://ldsnet.fairfaxcounty.gov/ldsnet/Zaps.aspx>). FCDOT may investigate providing this information on the FCDOT website at some point in the future. However, the timing of this work is currently undefined.

## **Implementation Recommendation 7**

FCDOT should create an online tracking system for transportation improvements by mode.

### **Fairfax County Staff Response**

FCDOT is constantly evaluating how it provides information to the public and analyzing ways to provide useful and easily accessible information. We are currently working on ways to improve project reporting, and will explore the use of online systems as well as GIS systems. While an online system tracking transportation improvements by mode is not currently available,



information can be found at FCDOT's website at <http://www.fairfaxcounty.gov/fcdot/>. In addition, the status report on the Board's Four-Year Transportation Program is available at [http://www.fairfaxcounty.gov/fcdot/pdf/4yr\\_trans\\_statusrpt.pdf](http://www.fairfaxcounty.gov/fcdot/pdf/4yr_trans_statusrpt.pdf). The FCDOT Transportation Design Division's monthly project status report is also available at [http://www.fairfaxcounty.gov/fcdot/pdf/tdd\\_monthly\\_status\\_report.pdf](http://www.fairfaxcounty.gov/fcdot/pdf/tdd_monthly_status_report.pdf).

### **Implementation Recommendation 8**

User counts of all modes (pedestrian, bicycle, transit riders and drivers) should be performed regularly after Metrorail service begins in Tysons Corner.

#### **Fairfax County Staff Response**

User counts of all modes entering and exiting Tysons Corner during the peak hours of travel will be conducted by FCDOT annually each fall. These counts will be supplemented by mode of access data collected at the Metro stations after Metrorail service begins to Tysons Corner.