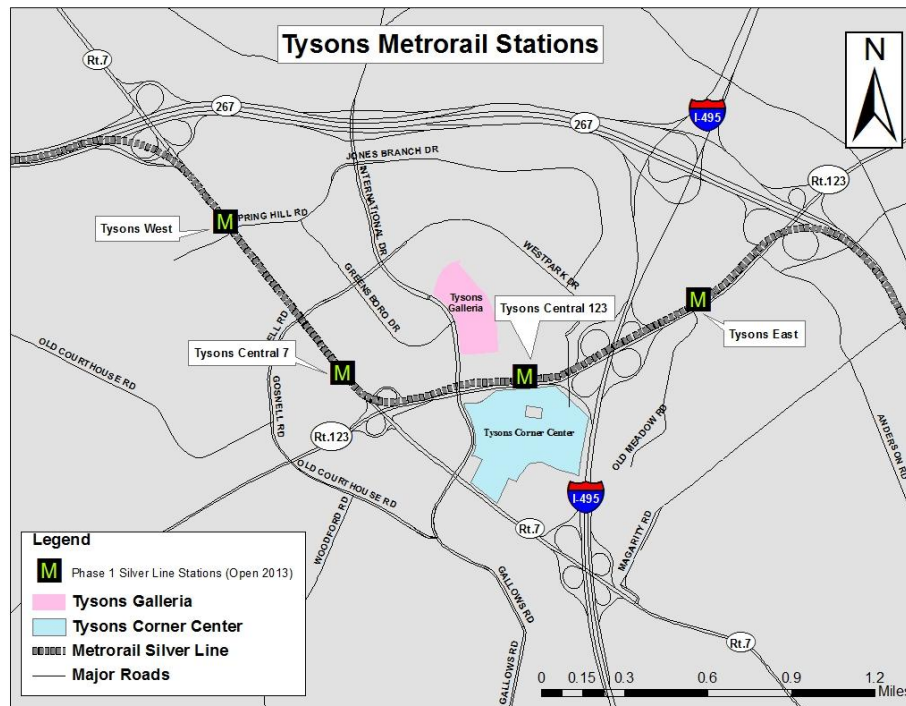




Tysons Metrorail Station Access Management Study



December 20th 2011



Background and Goals

- Board of Supervisors approved funding for TMSAMS in summer of 2009
 1. Educate the public on alternative mode transportation improvement recommendations that have been made to improve access to the four Metrorail Stations in Tysons.
 2. Identify how the public would like these improvement recommendations to be prioritized.
 3. Identify areas or topics, pertaining to improving bus, bicycle and pedestrian access to the rail stations in Tysons, that need additional analysis or study.



Advisory Group

19 Members Formed March 2010

- Micah Himmel: Providence District Supervisor Staff
 - Sally Liff: Providence District Resident
 - Hillary Zahm: Tysons Corner Center/Macerich
 - Merrily Pierce: Hunter Mill District Supervisor Staff
 - Paul Davis: Hunter Mill District Supervisor Staff
 - Diane O'Grady: Hunter Mill District Supervisor Staff
 - Jenifer Joy Madden: Hunter Mill District Resident
 - Scott Konnath: Hunter Mill District Resident/Bicycle Advocate
 - Julie Ide: Dranesville District Supervisor Staff
 - Carol A. Martz: Dranesville District Resident
 - Dorothy McAuliffe: Dranesville District Resident
 - Sandy Stallman: FFC Parks Authority Staff
 - Kris Morley-Nikfar: FFC DOT Staff
 - Jason Tipton: Chairman Bulova's Office Staff
 - Brian Worthy: FFC Office of Public Affairs Staff
 - Keith Turner: Business Community Rep
 - Aaron Georgelas: Business Community Rep
 - Mayor Jane Seeman: Mayor, Town of Vienna
 - Barry Biggar: Visit Fairfax Staff
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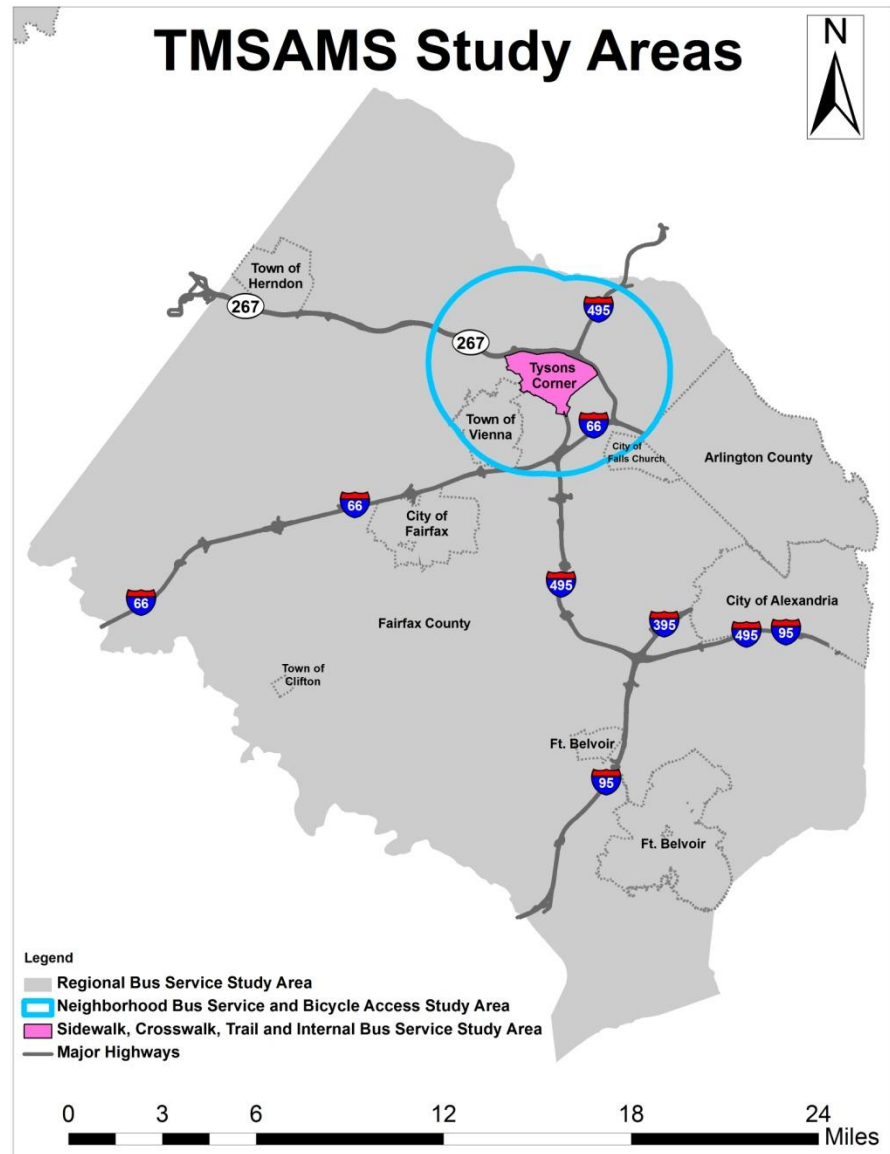
Studies/Plans Included in

The logo for the Tysons Metrorail Station Access Management Study (SAMS) is located in the top right corner. It features the letters 'TM' in a grey box, followed by 'SAMS' in large orange letters. Below this, the text 'Tysons Metrorail Station Access Management Study' is written in a smaller font, with a copyright symbol to the right.

- Fairfax County Transit Development Plan (TDP)
 - Tysons Corner Sidewalk Analysis
 - Comprehensive Plan for Tysons Corner Urban Center (*planned trail facilities*)
 - Tysons Bicycle Master Plan
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Study Areas

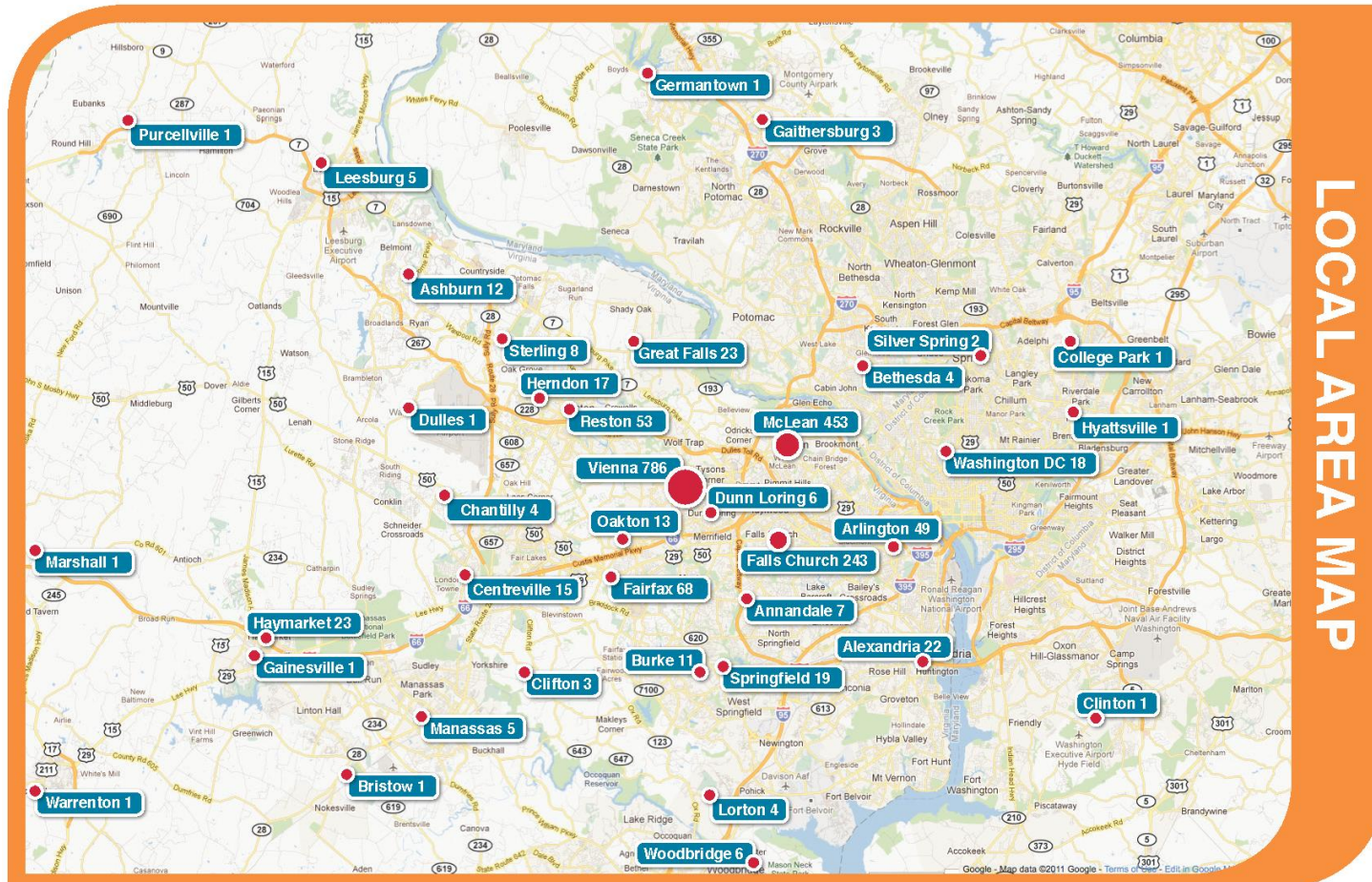


Public Outreach with The Perspectives Group

- Created a thoroughly informative TMSAMS website including a web-based survey www.fairfaxcounty.gov/fcdot/tmsams/
 - Conducted 1 evening public meeting in each of the following three Fairfax County Supervisor Districts: Dranesville, Hunter Mill, and Providence, plus 1 daytime meeting in Central Tysons in March of 2011
 - Held approximately 20 stakeholder meetings throughout Spring of 2011
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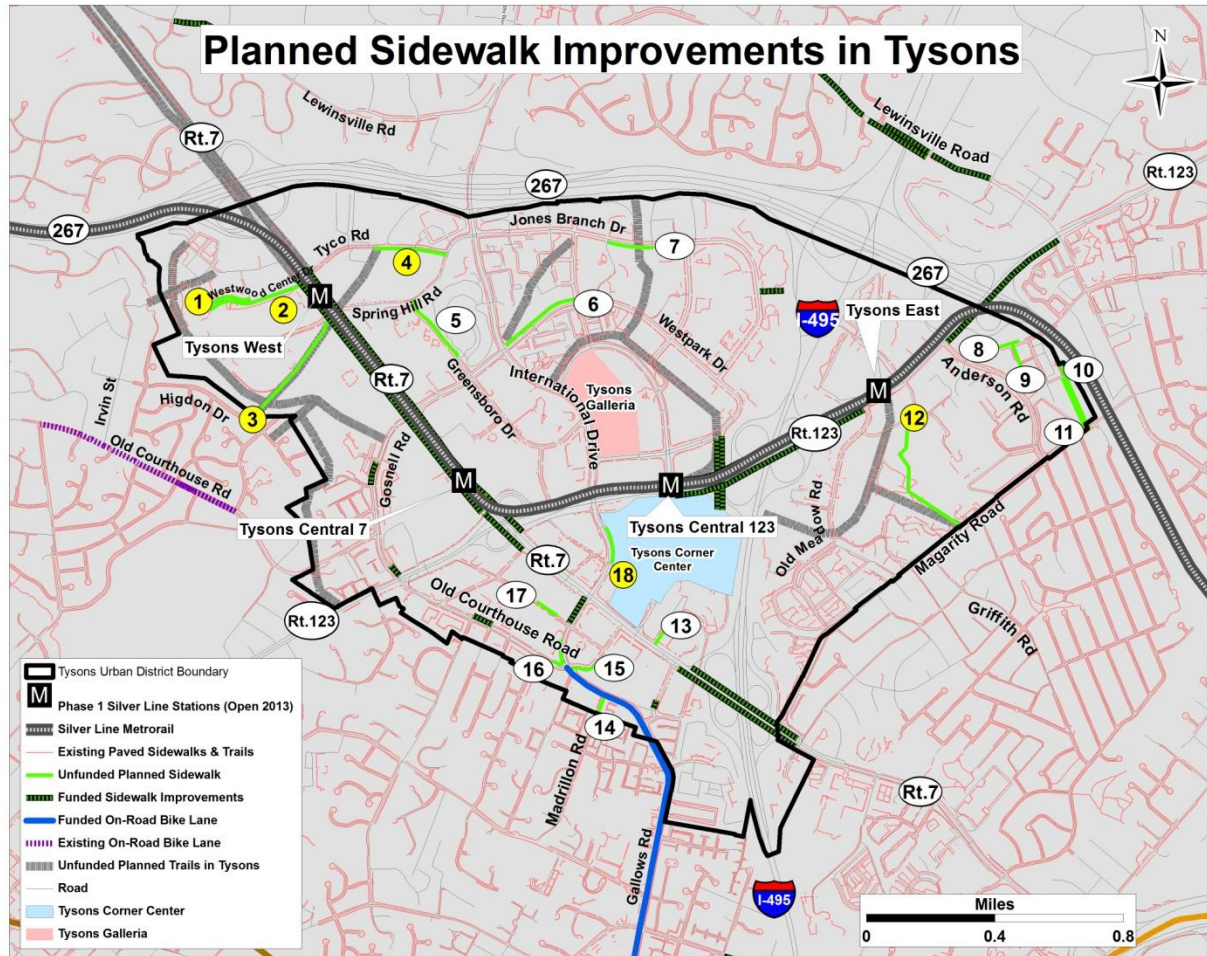
Highly Successful Public Outreach Process

Locations of TMSAMS Online Survey Participants



- Over 250 people attended a public meeting.
- Over 1,800 people completed the online survey.

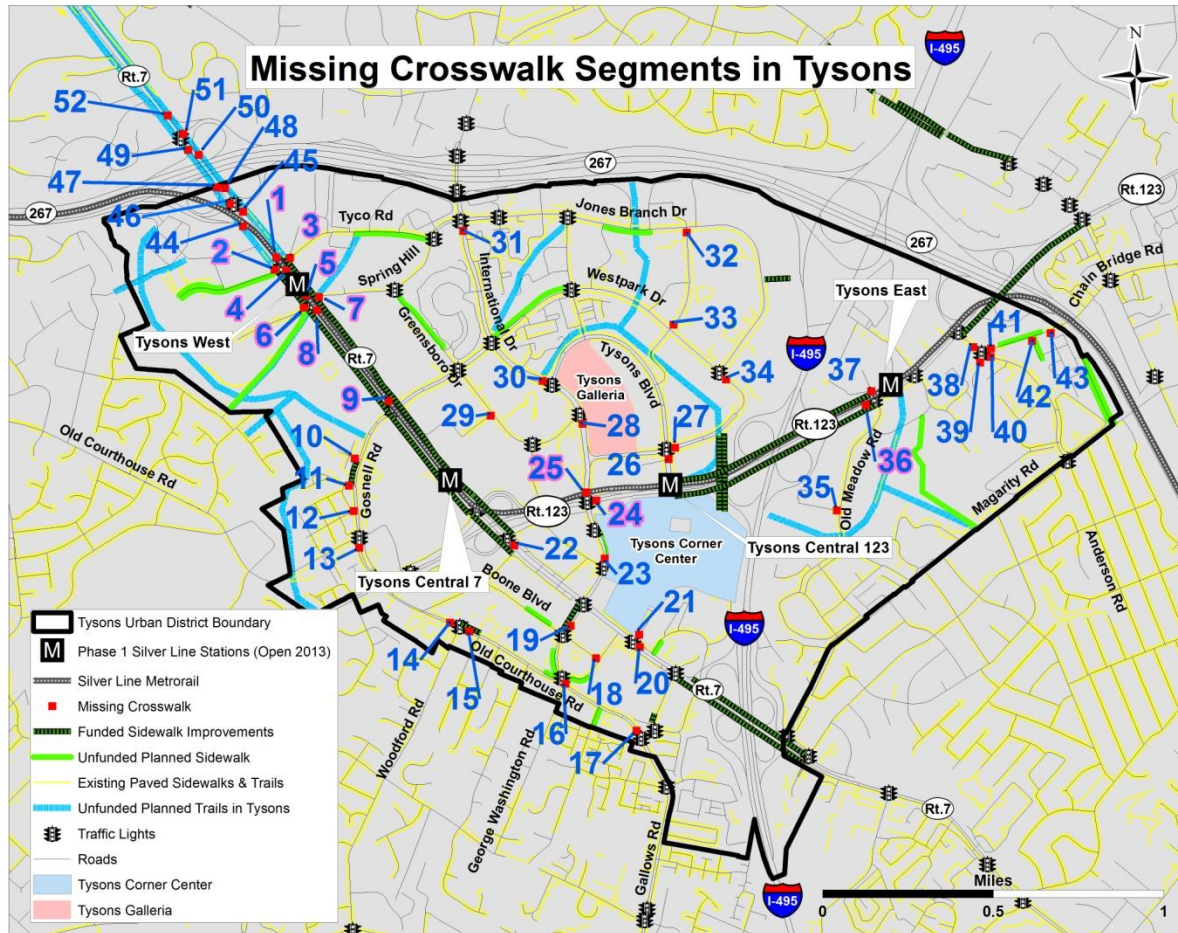
Sidewalk Analysis (Study Area-Tysons Urban Boundary)



The following top five sidewalk priorities were identified based on responses received from the 806 people who answered the sidewalk question in the TMSAMS online survey.

- **Segment 3 – 35.9%**
(Virginia Dominion Power Easement, between Higdon Dr and Leesburg Pike (Rt.7))
- **Segment 18 – 31.9%**
(International Dr, East side, between Fletcher St and Ring Rd)
- **Segments 2 & 1 – 30.6%**
(Westwood Center Dr, North and South sides, between Cul-de-sac and Sheraton Tysons Dr and Leesburg Pike (Rt.7))
- **Segment 12 – 27.2%**
(Scotts Run Community Park Trail, between Colshire Meadow Dr and Magarity Rd)
- **Segment 4 – 21.5%**
(Tyco Rd, from VA Dominion Power Easement and Spring Hill Rd)

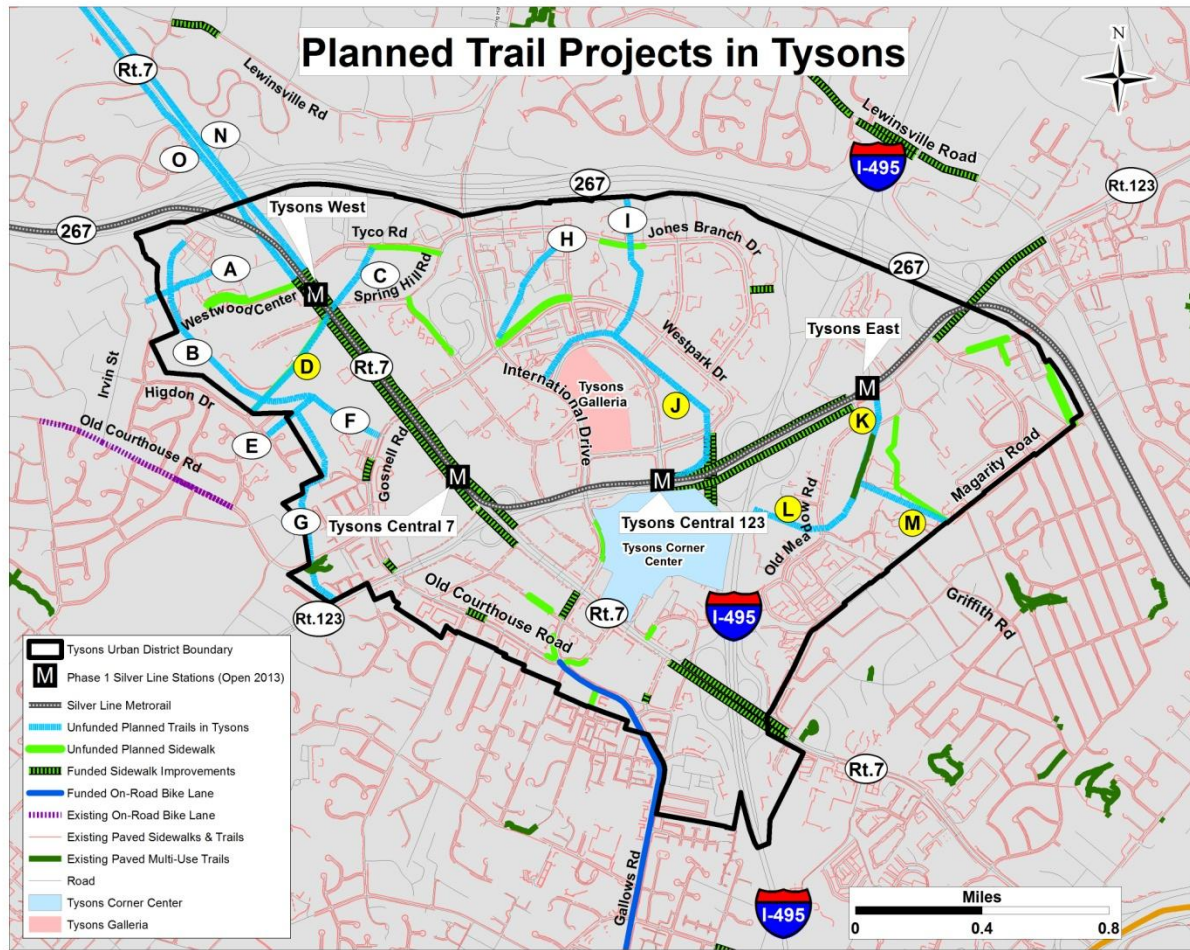
Sidewalk Analysis (Study Area-Tysons Urban Boundary)



The following top five crosswalk priorities were identified based on responses received from the 962 people who answered the crosswalk question in the TMSAMS online survey.

- Segments 24 & 25 – 20.1%
(Chain Bridge Rd (Rt.123) and International D, East and North Side)
- Segment 36 – 18.6%
(Chain Bridge Rd (Rt.123)/Old Meadow Rd/Capital One Dr, West Side)
- Segments 5, 6, 7, & 8 – 15.4%
(Leesburg Pike (Rt.7)/Spring Hill Rd, North, West, East, and South sides)
- Segment 9 – 14.9%
(Leesburg Pike (Rt.7)/Gosnell Rd/Westpark Dr, North Side)
- Segments 1, 2, 3, & 4 – 14.7%
(Leesburg Pike (Rt.7)/Tyco Rd/Westwood Center Dr, North, South, East and West sides)

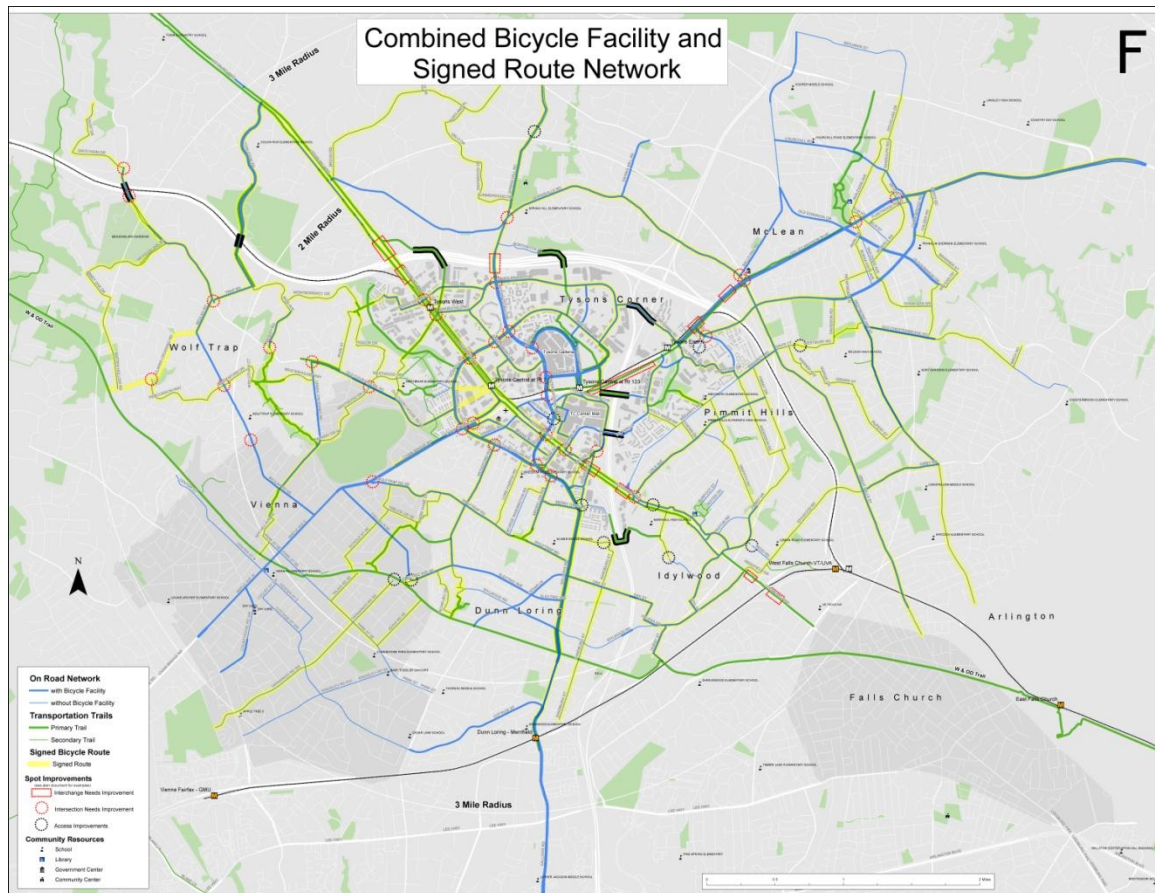
Planned Trails (Study Area-Tysons Urban Boundary)



The following top five trail priorities were identified based on responses received from the 856 people who answered the trail question in the TMSAMS online survey.

- **Segment D – 37.9%**
(Virginia Dominion Power Easement, between Higdon Dr and Leesburg Pike (Rt.7))
- **Segment J – 36.7%**
(Tysons Central 123 Metrorail Station to International Dr, parallel and between Tysons Blvd and Westpark Dr)
- **Segment K – 34.6%**
(Tysons East Metrorail Station to existing Scotts Run Community Park Trail)
- **Segment L – 33.6%**
(Old Meadow Rd to existing Scotts Run Community Park Trail)
- **Segment M – 31.0%**
(Magarity Rd to existing Scotts Run Community Park Trail)

Bicycle Master Plan (Study Area-3 Mile Radius of Tysons)



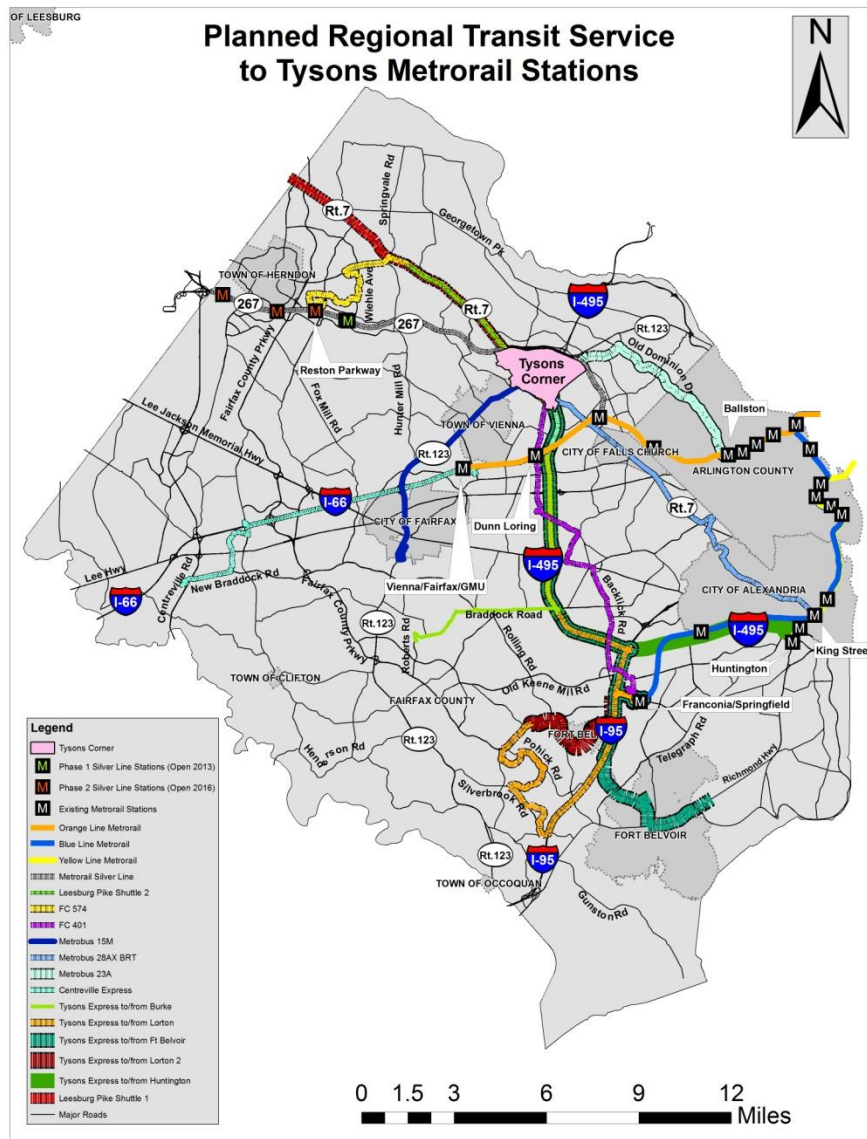
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When asked if a planned bicycle facility will provide better access to the Tysons Corner Metrorail Stations, the following answers were provided.

- 56.8% Yes
- 43.2% No

The top locations where survey takers would like bicycle facilities are along:

- Rt.7
- Rt.123
- Old Courthouse Rd to Beulah Rd
- Magarity Road
- Old Dominion Drive
- Chain Bridge Road
- Lewinsville Road
- Towlston Road



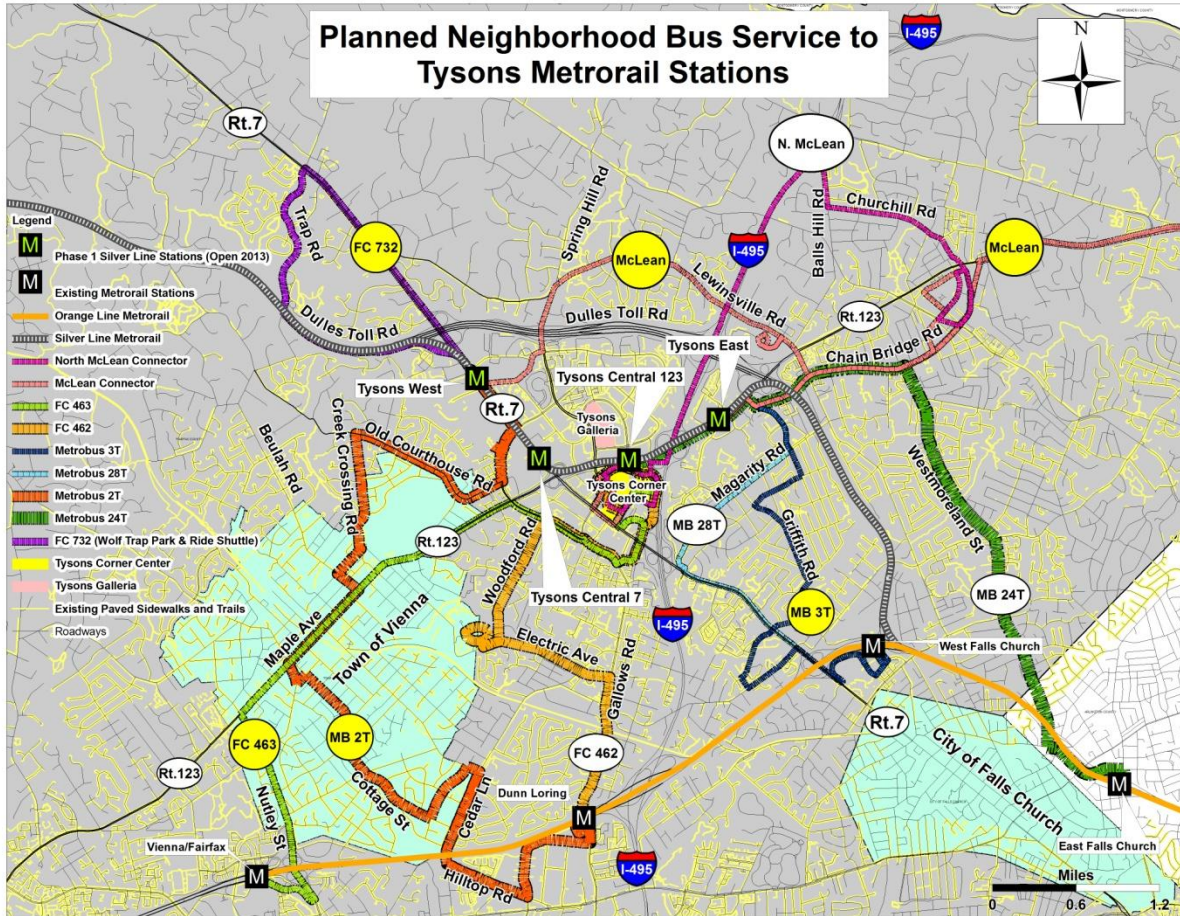
Fairfax County Transit Development Plan

(Study Area-Entire County for Regional Bus Service)

The following top five regional bus route priorities were identified based on responses received from the 509 people who answered the regional bus route question in the TMSAMS online survey.

- **Leesburg Pike Shuttle 2 (Rt.7) – 19.6%**
(From Colvin Run Rd to Loudoun County Line)
- **Leesburg Pike Shuttle 1 (Rt.7) – 15.5%**
(From Colvin Run Rd to Tysons West Metrorail station)
- **Metrobus 23A – 13%**
(Along Old Dominion Dr from Arlington)
- **FC 574 – 10%**
(From Reston Parkway Metrorail station, along Baron Cameron Ave and Leesburg Pike, to Tysons West Metrorail station)
- **FC 401 – 7.5%**
(From Springfield Metrorail Station, along Backlick Rd, Lee Hwy and Gallows Rd, to Vienna Metrorail station and Tysons Central 123 Metrorail station)

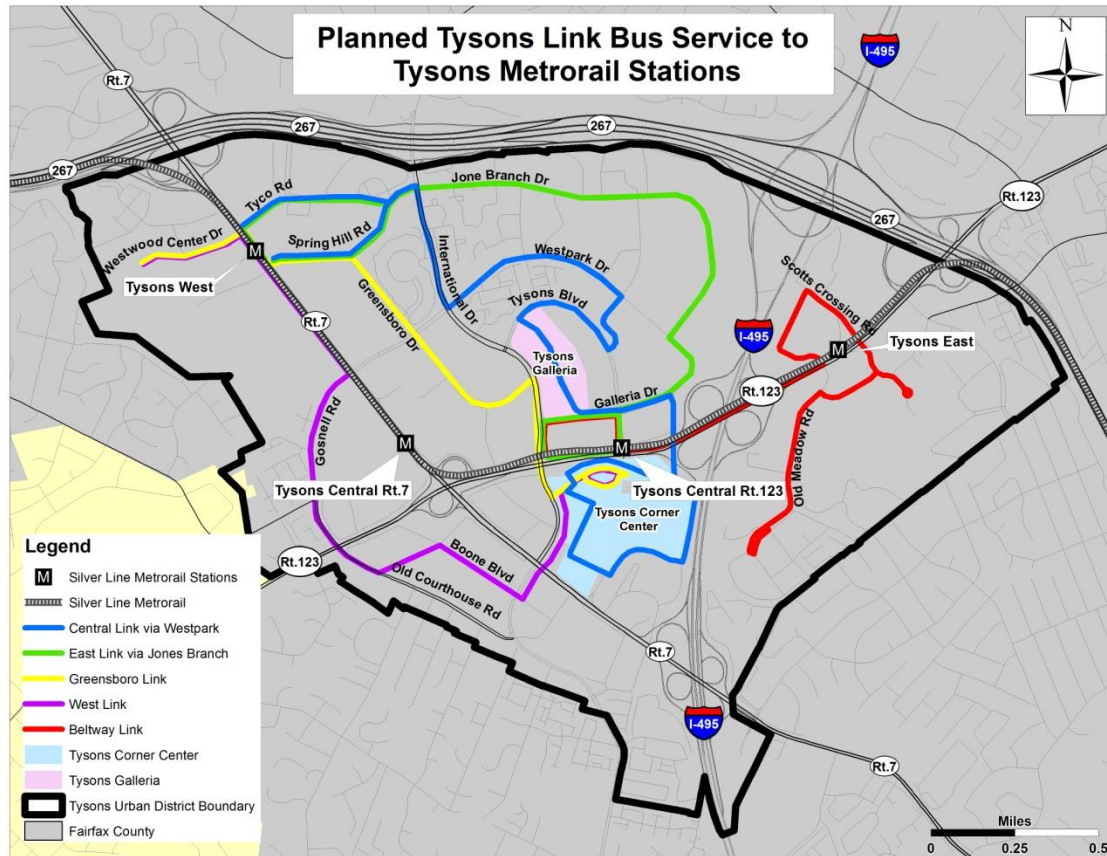
Fairfax County Transit Development Plan (Study Area-3 Mile Radius of Tysons)



The following top five neighborhood bus route priorities were identified based on responses received from the 966 people who answered the neighborhood bus route question in the TMSAMS online survey.

- FC 732 (Wolf Trap Park and Ride Shuttle – 20.3%
- Metrobus 2T – 17.6%
- McLean Connector – 14.9%
- Metrobus 3T – 14.1%
- FC 463 – 8.8%

Fairfax County Transit Development Plan (Study Area-Tysons Urban Boundary)



The following top five link bus route priorities were identified based on responses received from the 594 people who answered the link bus route question in the TMSAMS online survey.

- Central Link via Westpark – 27.9%
- West Link – 25.4%
- Beltway Link – 23.7%
- Greensboro Link – 13.3%
- East Link via Jones Branch – 9.6%

Advisory Group Recommendations

- To address the 3rd goal of the study which is to “identify areas or topics, pertaining to improving bus, bicycle and pedestrian access to the rail stations in Tysons, that need additional analysis or study”.
 - A total of 33 Recommendations Included.
 - Intended to provide guidance to FCDOT Staff.
 - Input collected throughout the TMSAMS public outreach process was used.
 - Advisory Group recommendations are in addition to the pedestrian, bicycle and bus service improvements that were presented to the public for prioritization through the TMSAMS public outreach process and are not intended to conflict with those projects in terms of prioritization.
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Next Steps

- TMSAMS Final report is complete and available on the TMSAMS website: <http://www.fairfaxcounty.gov/fcdot/tmsams/>
 - The TMSAMS Final Report was presented to the Fairfax County Board of Supervisors, on December 6th 2011, with a recommendation that it be, referred back to FCDOT staff to be used as a tool to develop a FCDOT Staff Recommended List of multi-modal transportation improvement priorities designed to access the Metrorail stations in Tysons Corner.
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Next Steps

- VDOT's Six Year Improvement Program allocates \$37.7 million to fund transportation improvements included in the TMSAMS effort as well as other related projects in the vicinity of Tysons Corner.
 - With available funding in mind, TMSAMS will be used as a tool for the Board of Supervisors to make funding decisions on multi-modal transportation improvement projects, specifically designed to access the Metrorail Stations in Tysons Corner.
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Questions?

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