



County of Fairfax, Virginia

Tysons Transportation: Planning, Analysis, and Design Projects

Presented to:
Transportation Committee,
Fairfax County Board of Supervisors
June 15, 2009

Department of Transportation





Major Considerations

- Balance between land use and transportation
- Tysons Task Force Vision document
- Multimodal, cost-effective transportation system
- Tysons Comprehensive Plan text
- Neighborhood impacts



Project Categories

- Long Term Overall Planning
- Detailed Analysis and Design
- Other Requirements



Long Term Overall Planning

- Provide estimates of future traffic volumes, levels of congestion, etc.
- Determine transportation infrastructure requirements
- Provide basis for state-required Chapter 527 report.

Projects:

1. Beyond 2030 Transportation Analysis
2. 2030 Transportation Analysis
3. Transportation Phasing Analysis (includes 2020 analysis)



Detailed Analysis and Design

- More detailed planning and operational analysis to further define transportation infrastructure
- Conceptual design and engineering
- Right-of-way requirements
- Costs

Projects:

Shorter Term Transit
TDP (Phase II)



Circulator (Phase III –
Long Term)



Grid





Detailed Analysis and Design (continued)

Projects (continued):

Greensboro Drive and
Boone Blvd. Alignment



New DTR Ramps



Urban Street
Design Standards





Other Requirements

- Transportation Management
- Neighborhood Impacts
- State requirements (Chapter 527)
- Costs

Projects:

1. Parking and TDM Requirements
2. Metrorail Access Management
3. Neighborhood Traffic Impact Study
4. Chapter 527 Submission to VDOT
5. Cost Analysis of Transportation Improvements to Tysons



County of Fairfax, Virginia

Future Transit Service Plans for Tysons Corner

Presented to:
Transportation Committee,
Fairfax County Board of Supervisors
June 15, 2009

Department of Transportation





Topics

- Improved Transit Services Within and To Tysons Corner
- Funding Options for Improved Transit Services



Improved Transit Services

- Phase I – Dulles Transportation Management Program (TMP) Lunchtime Shuttle (2009 to 2013)
 - Shuttle bus service to major employment, commercial centers in Tysons Corner
 - Existing bus connections to surrounding neighborhoods and region
 - 15-minute service in each direction, 10:00-2:30 weekdays
 - No fare
 - Estimated cost \$6.1 million
 - Funding from \$25 million Dulles TMP budget, but not yet committed



Improved Transit Services (cont.)

- Phase II – Tysons/Rail Connection Services (2013 to coincide with Metrorail opening)
 - New internal shuttle bus service within Tysons linking Metrorail to employment, commercial centers (several design options)
 - New feeder bus services linking surrounding neighborhoods to Metrorail and Tysons Corner
 - Existing and new bus connections to other parts of region
 - Service characteristics and funding requirements being developed as part of 10-year Transit Development Plan (TDP)
 - Funding sources not yet determined, except for \$100,000 for TDP Tysons task from Tysons Fund
 - TDP funded at \$1.815 million from NVTC, Tysons Fund, and Fund 100



Improved Transit Services (cont.)

- Phase III – Long-Term Circulator Service (implementation TBD)
 - Service on dedicated right-of-way along conceptual alignments proposed by Tysons Land Use Task Force
 - Mode and other operating characteristics have not been determined
 - Required funding levels have not been determined
 - Funding sources have not been determined, except for \$500,000 from Tysons Fund to determine best routing, operations, phasing, and maintenance requirements
 - Bus connections to other parts of region beyond service area of Circulator will be maintained as required



Funding Options

- Will need to consider funding from various sources, including:
 - General Fund
 - NVTC funding
 - VDRPT grants
 - Commercial and Industrial Tax (after 2012)
 - Improvement District
 - Community Development Authority
 - Proffers/contributions by landowners
- Required funding levels are being developed
- Funding commitments need to be identified to implement all three phases of improved transit services
- All potential sources of funds will need to be considered



Questions?