

**REPORT OF THE
DEPARTMENT OF TRANSPORTATION**

**TYSON'S CORNER INTERIM
TRANSPORTATION IMPROVEMENTS**

**TO THE GOVERNOR AND
THE GENERAL ASSEMBLY OF VIRGINIA**



HOUSE DOCUMENT NO. 23

**COMMONWEALTH OF VIRGINIA
RICHMOND
1999**



COMMONWEALTH of VIRGINIA

Office of the Governor

James S. Gilmore, III
Governor

Shirley J. Ybarra
Secretary of Transportation

December 17, 1998

The Honorable James S. Gilmore, III
Members, Virginia General Assembly

Dear Governor Gilmore and General Assembly Members:

Pursuant to House Joint Resolution 276 of the 1998 General Assembly Session, I am enclosing the results of our efforts to study Tyson's Corner Interim Transportation Improvements. The purpose of this study was to identify short-range highway and transit improvements needed prior to the implementation of rail in the Tysons / Dulles corridor.

We are pleased to present our findings and would like to thank you for the opportunity to conduct this study. The implementation of these improvements will enhance awareness of the importance of Tysons Corner to the economic progress of the Commonwealth.

Please let me know if you have questions.

Sincerely,


Shirley J. Ybarra

SJY/cmg

HOUSE JOINT RESOLUTION 276

**TYSONS CORNER INTERIM TRANSPORTATION
IMPROVEMENTS**

**FINAL REPORT FROM THE HJR 276
COMMITTEE**

November 1998

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PREFACE

In the 1998 legislative session, Delegate Jim Scott, Senator Janet Howell and Delegate Vince Callahan secured approval of House Joint Resolution 276 [HJR 276]. The purpose of HJR 276 is to identify short-range highway and transit improvements within the Tysons Corner area prior to the implementation of rail, prioritize the recommended improvements, identify costs, and a schedule for implementation. Secretary of Transportation Shirley Ybarra will present the final report from the HJR 276 Committee to the Governor and General Assembly in January 1999.

HJR 276 COMMITTEE PARTICIPANTS

Shirley Ybarra, Secretary of Transportation
Delegate Jim Scott
Senator Janet Howell
Delegate Vince Callahan
Chip Badger, Virginia Department of Rail and Public Transportation
Jim Hughes, Washington Metropolitan Transit Authority
Tom Farley, District Administrator VDOT, Northern Virginia District
Gerry Connolly, Fairfax County Supervisor
Bob Dix, Fairfax County Supervisor
Kate Hanley Chairman Fairfax County Board of Supervisors
Stu Mendelsohn, Fairfax County Supervisor
Shiva Pant, Fairfax County Office of Transportation
Jerry Kieffer, Citizen
Wade Smith, McLean Citizens Association
Charles Ewing, West*Group and TYTRAN Member
Bill Menda, Freddie Mac and TYTRAN Chairman
Jerri Brown, Nova Group and TYTRAN Member
Dan Alcorn, Tysons Task Force
Kathleen Jackson, TYTRAN Executive Director

ACKNOWLEDGMENTS

Individual Committee members providing significant contributions to the project were members of the HJR 276 Sub-committee: Tom Farley, District Administrator VDOT, Northern Virginia District office; Fatemeh Allahdoust, VDOT Northern Virginia Office; Shiva Pant, Fairfax County Office of Transportation; and Kathleen Jackson, Executive Director of TYTRAN, who also provided staff support to Delegate Scott and prepared the final report. These individuals were responsible for the organization of the overall project process, identification of costs and schedules, and formulating funding strategies and implementation schedules for the Committee's recommendations.

EXECUTIVE SUMMARY

The purpose of HJR 276 was to create enhanced awareness of the importance of Tysons Corner to the economic progress of the Commonwealth, and to focus attention on the interim transportation improvements needed prior to the implementation of rail in the Tysons/Dulles Corridor. A series of three meetings, held in the Summer and Fall of 1998 set the HJR 276 process in motion leading the HJR 276 Committee to reach consensus on the transportation improvements required in Tysons Corner that support the continued economic stability of Tysons Corner as a major employment area.

The HJR 276 Committee began the process by reviewing a list of transit, roadway, signal and pedestrian deficiencies in Tysons Corner developed by TYTRAN members. A matrix was developed and, where applicable, deficiencies were identified as either part of a project currently being funded; part of a project planned or not funded; or part of a project study completed. Deficiencies not fitting into any of these categories were identified as remaining deficiencies. The Committee then identified all other projects not part of the original deficiency list that were funded or planned and assigned costs and timeframes to each. To develop the final recommendations in this report, the HJR Committee focused on those projects that were not funded, studies completed but not implemented and remaining deficiencies.

HJR 276 COMMITTEE FINDINGS

The HJR 276 Committee findings are based on committee members' observations, comments, knowledge and a review of previous reports and studies; no additional technical analysis was conducted as a part of this process. Some of the more significant findings that were identified included:

- ⇔ The extension of rail from West Falls Church to Dulles Airport through Tysons Corner is a critical transportation component to the continued economic support and future development of Tysons Corner, Virginia's largest economic and employment center.
- ⇔ The main ingress/egress points carrying the bulk of traffic into and out of Tysons Corner - the Beltway; Route 123, Route 7; Gallows Road and the Dulles Toll Road - routinely experience significant congestion during the morning [AM] and evening [PM] peak periods of travel.
- ⇔ Every major intersection in Tysons Corner reaches gridlocked conditions - operating at Level of Service [LOS] F and below - during the AM and PM peak period of travel.

- ⇔ Safety issues are created daily at major intersections when vehicles, stacking into the intersection on a green light are unable to clear the intersection at the signal change due to downstream signals that are not coordinated and/or capacity problems. During peak periods vehicles need more than one cycle to clear some signalized intersections; inadequate intersection capacity and signal timing deficiencies are likely to be contributing factors.
- ⇔ Roadway and directional signage is inadequate and inconsistent throughout Tysons Corner.
- ⇔ Pedestrian amenities - crosswalks, signals, and curb cuts - are inadequate throughout Tysons Corner.
- ⇔ Bus transit signage is inadequate and inconsistent, and bus shelters are non-existent throughout Tysons Corner.
- ⇔ Overall congestion and inadequate pedestrian facilities contribute to reduced safety in Tysons Corner.

HJR 276 COMMITTEE RECOMMENDATIONS

The HJR 276 Committee's final recommendations include suggested actions for increased coordination on projects, acceleration of projects in the planning stages, and recommendations for the implementation of deficiencies currently not being addressed. All recommendations are subject to the availability of both financial and manpower resources necessary to implement the projects within a short period of time. Funding sources reviewed by the Committee to support these recommendations include Congestion Mitigation and Air Quality funds [CMAQ], Intelligent Transportation System [ITS] funds, State and County highway funds, Federal demonstration funds and the Tysons Transportation Fund [TTF].

RECOMMENDATIONS:

1. Identify the amount of funding currently in the Tysons Transportation Fund, created by an assessment on developments in Tysons Corner for traffic mitigation; implement all projects with dedicated proffer funds; and prioritize the projects as recommended in this HJR 276 Committee Report for the balance of the funds.

2. Include all significant main line commuter feeder routes extending beyond the current Signal Optimization Plan boundaries by incorporating additional data from the following feeder routes Route 123; Route 7 east to I-66; Route 7 west; and Gallows Road. This will ensure all signal improvements within Tysons Corner will achieve optimum levels of success.
3. Coordinate all actions relating to the improvement of Gallows Road; identify conclusions and recommended improvements. Once improvements are identified, fast-track the approval process and include in the 6-year plan.
4. Request the on-going Capital Beltway Study Team review and evaluate the JHK Beltway Study completed in 1990 and include all relevant ramp improvements recommended in the Study in the environmental process.
5. Coordinate design and timing of the Spring Hill Road widening project with the Greensboro Drive project currently underway to reduce construction costs and delays. This will help minimize traffic flow problems when Greensboro Drive, a major commercial corridor, is completed and commuters begin utilizing Spring Hill to reach the Dulles Toll Road and Route 7.
6. Identify committed proffered funding for the widening of Route 123 from the Beltway to the Dulles Toll Road. Evaluate completed roadway design, completed right of way dedications, identify remaining funding requirements, fast-track the approval process and include in the 6-year plan.
7. Utilize Dulles Toll Road surplus funds or other transit-related Corridor funds to widen the west-bound Dulles Toll Road ramp at Spring Hill Road and immediately begin design and construction as soon as funding is secured for each phase.
8. Update the Route 7 Corridor Study to ensure the validity of the recommendations for both the Service Roads and Route 7. The update, identified as the Tysons Operational Improvement Analysis, should also be expanded to include Route 123 and other major Tysons Corner Roadways.

9. Inventory all existing roadway and directional signs in Tysons Corner and analyze them for clarity, consistency, safety issues and directional accuracy. Upgrade signs, including adding, removing, enlarging or changing as necessary. Identify critical locations where signage is necessary.
10. Identify all locations for improved transit signing and key locations for the installation of bus shelters. Develop and adopt a county-wide policy to accept the maintenance of bus shelters purchased and installed by a private corporation.
11. Inventory all sidewalk, intersection crossing and pedestrian amenities in Tysons Corner and immediately address any safety issues. Develop and implement a plan for improving the pedestrian network amenities, beginning with recommendations identified in previously published studies such as the Route 7 Corridor Study and the Tysons Corner Urban Center Plan.
12. Work with the Metropolitan Washington Airports Authority to improve the shoulder or add a new lane on the east-bound Dulles Toll Road connector road to the West Falls Church Metro station to allow buses direct access to the Metro station.
13. Identify the amount of funding previously allocated to widen Magarity Road and the funding required to complete the widening. Re-evaluate the status of this project, based upon the ability to leverage additional funds utilizing the prior funding.
14. Develop a traffic camera and variable message sign master plan for the Tysons Corner area, identifying strategic locations for the deployment of additional traffic surveillance cameras, communications requirements and control locations. Include a plan to utilize the camera images to display real-time traffic conditions in monitors located in major employer sites.

These recommendations compliment and support transportation projects currently in progress and those planned for the future. In addition, improved transit and pedestrian amenities will help provide an environment more transit friendly and less dependent on the automobile.

The importance of Tysons Corner to the Commonwealth, as both the largest economic center and employment area in the State, requires continued support for the necessary transportation investments to ensure the area remains competitive in its ability to attract and retain business interests. The HJR 276 Committee recommendations provide focus and direction to achieve interim transportation solutions in Tysons Corner prior to the extension of rail service.

HJR 276 COMMITTEE PROCESS

PURPOSE:

The purpose of the HJR 276 Committee was to evaluate and develop interim transportation solutions in Tysons Corner prior to the extension of rail. The committee was charged with identifying projects, costs, funding categories and a timeframe for the implementation of recommendations. The final report from the HJR 276 Committee will be made by Secretary Ybarra to the Governor and General Assembly in January 1999.

STRATEGY:

To achieve the goal of developing recommendations and a final report by November 1998, the Committee agreed to a series of three meetings held at the Freddie Mac facility in Tysons Corner. The following framework was developed to guide the Committee through the process.

I. IDENTIFY A BASELINE LIST OF TRANSPORTATION DEFICIENCIES IN TYSONS CORNER:

Prior to the first Committee meeting, TYTRAN member employers and property owners met to develop an inventory of roadway, transit, pedestrian and signal deficiencies in the transportation network supporting Tysons Corner and some recommended solutions. This inventory was provided to the HJR Committee at their first meeting for use as the baseline list of immediate transportation issues facing Tysons Corner employers, employees, property owners and retail merchants in the area.

2. COMMITTEE MEETING #1:

Committee members were provided the TYTRAN inventory and requested to:

- Identify all Tysons Corner transportation projects currently being implemented: roadway, signal, transit and pedestrian.
- Identify all significant studies, and other evaluations that have been completed for Tysons Corner improvements, categorize by date of study.

A HJR 276 Sub committee was established at the first meeting to organize and categorize all issues resulting from the meeting. The sub-committee developed a matrix categorizing the results of the first meeting including identifying each project and agency responsible for the project, approximate cost estimate, and timelines for implementation were later developed.

3. COMMITTEE MEETING #2:

In addition to reviewing the Project Matrix developed from the results of the first meeting, the Committee was also requested to:

- Identify all projects planned but not funded for Tysons Corner and begin to categorize by scheduled timeline for implementation.

The sub-committee updated the matrix to include all costs associated with each project.

4. COMMITTEE MEETING #3:

At the final meeting the Committee:

- Identified recommendations, funding categories and prioritized the recommendations. Priorities were based on anticipated project implementation schedule, additional cost requirements to support that schedule. Funding requirements and manpower availability were also considered.

A draft report was prepared for the Committee's review, and the final report developed.

HJR 276 COMMITTEE FINDINGS

The Committee process identified a number of issues related to safety, transit, and the need for greater coordination among agencies on projects. In addition, opportunities exist to advance projects to coincide with adjacent projects, or to leverage project construction by utilizing proffered funds dedicated to specific projects. The Committee also found areas where partnerships between agencies could be explored to achieve greater and more timely results, and identified several previous studies to be updated for use in current projects.

In the project area the most notable findings were related to the on-going VDOT Signal Optimization Plan, currently being implemented in Tysons Corner. A significant number of deficiencies identified in the initial inventory were directly related to intersection and/or signal problems. VDOT's plan to optimize all signals in Tysons Corner as a network will help address these signal and intersection issues, while also alleviating some of the safety issues identified.

Finally, funding categories were reviewed, and exploration of projects previously or partially funded through impact fees on development in Tysons Corner was recommended. Federal ITS funds, state and local highway funds, Dulles Toll Road surplus funds and Tysons Transportation Funds were tagged for use in executing recommendations.

Findings of the HJR Committee Include:

- ⇔ The main ingress/egress points to Tysons Corner - the Beltway; Route 123; Route 7; Gallows Road and the Dulles Toll Road - carry the bulk of traffic into and out of Tysons Corner and routinely experience significant congestion during the morning [AM] and evening [PM] peak periods of travel.
- ⇔ Every major intersection in Tysons Corner reaches gridlocked conditions - operating at Level of Service [LOS] F and below - during the AM and PM peak period of travel.

- ⇔ Safety issues are created daily at major intersections when vehicles, stacking into the intersection on a green light are unable to clear the intersection at the signal change due to downstream signals that are not coordinated and/or capacity problems. During peak periods vehicles need more than one cycle to clear major signalized intersections; inadequate intersection capacity and signal timing deficiencies are contributing factors.
- ⇔ Roadway and directional signage is inadequate and inconsistent throughout Tysons Corner.
- ⇔ Pedestrian amenities - crosswalks, signals, and curb cuts - are inadequate throughout Tysons Corner.
- ⇔ Bus transit signage is inadequate and inconsistent and shelters are non-existent [only three shelters in the entire Tysons Corner area] throughout Tysons Corner.
- ⇔ Overall congestion and inadequate pedestrian facilities contribute to reduced safety in Tysons Corner.

A number of these findings relate to actual projects currently in progress, and in these instances final committee recommendations are suggestions to modify or expand the project. The remainder of the findings were reviewed and developed into final recommendations, supported by review, analysis and cost identification by the VDOT Northern Virginia Department and Fairfax County.

HJR 276 COMMITTEE RECOMMENDATIONS

The following are the final recommendations of the HJR 276 Committee and represent an overall plan to address roadway, transit, signal and pedestrian deficiencies in Tysons Corner. Each recommendation identifies the issue which supports the recommendation, related projects where applicable, the Agency or Agencies responsible for resolving or implementing the recommended action, a cost/funding allocation, and timeframe for implementation.

1. TYSONS TRANSPORTATION FUND [TTF]

ISSUE:

In Tysons Corner a square footage contribution for future development has been proffered to Fairfax County on some commercial developments to pay for traffic mitigation projects related to changes in land use in Tysons Corner. These funds are placed in a general account identified as the Tysons Transportation Fund. The TTF also includes proffered funds dedicated to specific projects in Tysons Corner as well as proffered funds not dedicated to specific projects, but required to be used in Tysons Corner for traffic mitigation measures.

HJR 276 COMMITTEE RECOMMENDATION:

Identify the amount of funding and the specific projects currently included in the Tysons Transportation Fund. Implement all projects with dedicated available and/or future proffered funds and/or proffered in-kind contributions e.g., design, right of way dedications. Prioritize the projects recommended in this HJR 276 Committee Report for use of the balance of the funds.

AGENCIES INVOLVED:

Fairfax County, Tysons Corner commercial property owners.

COST/FUNDING:

No costs are associated with determining the amount in the Tysons Transportation Fund, or assigning funds to the projects recommended in this report.

TIMEFRAME FOR IMPLEMENTATION:

Immediately to support the remaining funding recommendations in this report.

2. SIGNAL OPTIMIZATION PLAN

ISSUE:

A factor contributing to congestion in Tysons Corner is that the current signal plan system is not based on current traffic volumes and counts, and is therefore not calibrated to handle the demand experienced during the peak commuting times. Major intersections such as International Drive and Greensboro; Spring Hill, Jones Branch and International; Route 123 and Colshire Drive experience gridlocked conditions during the AM and PM peak period creating stacking in the intersections due to downstream signal operations that are not coordinated which blocks counter flow traffic. This creates a safety issue, as well as further congestion for all traffic utilizing the intersection and approaches.

RELATED PROJECT:

VDOT's Signal Optimization Plan for Tysons Corner is currently in the early phase of implementation. This plan will optimize the signal timing of all signalized intersections in Tysons Corner to operate as a network and is expected to be completed in April 1999.

HJR 276 Committee Recommendation:

Include all significant main line commuter feeder routes extending beyond the current Signal Optimization Plan boundaries into the Plan. This will ensure all signal improvements leading to and within Tysons Corner will achieve optimum levels of success. Feeder routes to be included are: Route 123; Route 7 east to I-66; Route 7 west; and Gallows Road.

AGENCIES INVOLVED:

This is an internal VDOT staff project.

COST/FUNDING:

No additional funding required at this time for expanding the project boundaries of the Signal Optimization Plan if conducted by VDOT staff.

TIMEFRAME FOR IMPLEMENTATION:

Immediately to coincide with current VDOT signal plan development. The April 1999 completion date for the current signal plan will be affected by adding additional routes to the analysis.

3. GALLOWS ROAD IMPROVEMENTS

ISSUE:

Gallows Road serves as one of the major southern entrances to Tysons Corner and experiences gridlocked conditions during both AM and PM peak periods, as well as congestion during the remaining time of day. Both commercial and residential traffic utilize Gallows Road, in addition to morning and evening commuting traffic, making this road one of the most congested in the area.

RELATED PROJECTS:

Currently several reports, committees and independent actions have been or are in the process of being developed relating to the improvement of Gallows Road. These include Fairfax County's project to widen Gallows Road to Idlywood and the Citizens Task Force reviewing land use and transportation plans for the Merrifield Suburban Center.

HJR 276 COMMITTEE RECOMMENDATION:

Coordinate all actions relating to the improvement of Gallows Road. Identify conclusions and recommended improvements. Once improvements are identified, fast-track the approval process and include in the 6-year plan.

AGENCIES INVOLVED:

Fairfax County, Providence Supervisor's Office.

COST/FUNDING:

No costs are associated with coordinating the participants, or to reach a conclusion on the recommended improvements.

TIMELINE FOR IMPLEMENTATION:

First meeting of the coordinating group in early 1999.

4. BELTWAY RAMPS INTO TYSONS CORNER

ISSUE:

The Beltway is one of the major ingress and egress points to Tysons Corner with ramp access at the Dulles Toll Road, Route 123 and Route 7. These ramps, and their approaches, regularly experience congestion during both AM and PM peak commuting periods due to the ramps lack of capacity to handle these volumes of traffic.

RELATED PROJECTS:

The I-495 Major Investment Study has been completed and is currently in the Environmental process of evaluating mainline interchange and access recommendations. In 1991 JHK, a transportation consulting firm, completed a study of the Beltway which recommended specific improvements to Beltway ramps in Tysons Corner. No action was taken on these recommendations.

HJR 276 COMMITTEE RECOMMENDATION:

Request the on-going Capital Beltway Study Team review and evaluate the JHK Study and include all relevant ramp improvements recommended in the Study in the environmental process. It is intended that through this review the Beltway Team will determine whether any of the previously recommended ramp widenings are consistent with the future overall I-495 improvements currently under consideration and can be implemented in the short term and identify if any of the planned long-term improvements in the Tysons Corner section of the Beltway can be implemented within the next five years.

AGENCIES INVOLVED:

VDOT and Fairfax County.

COST/FUNDING:

Reviewing the JHK study and including relevant ramp improvement recommendations is envisioned as part of the on-going environmental process. No additional costs are identified.

TIMEFRAME FOR IMPLEMENTATION:

Immediate to coincide with the on-going Capital Beltway environmental process.

5. SPRING HILL ROAD/GREENSBORO DRIVE EXTENSION

ISSUE:

The widening of Spring Hill Road by 2 lanes between International/Jones Branch and Route 7 is currently in the 6 year highway plan, however construction is not funded until 2002-03. Spring Hill Road is a major feeder route to and from the Dulles Toll Road and Route 7, and currently has a capacity problem due to only one lane in each direction. Greensboro Drive is a major commercial corridor currently connecting with International Drive and West Park.

RELATED PROJECTS:

The extension of Greensboro Drive to Spring Hill Road, which is a proffered project related to a commercial office development, is anticipated to be completed in conjunction with the development of the office site. A portion of this proffered project is to improve the intersection of Greensboro Drive and Spring Hill Road.

HJR 276 COMMITTEE RECOMMENDATION:

Coordinate the design and timing of the Spring Hill Road widening project with the Greensboro Drive project in order to reduce construction costs and delays. This will help minimize traffic flow problems when Greensboro Drive, a major commercial corridor, is completed and commuters begin utilizing Spring Hill to reach the Toll Road and Route 7.

AGENCIES INVOLVED:

Fairfax County, VDOT, private sector.

COSTS/FUNDING:

There are no costs associated with identifying the amount and scope of the proffered project as it relates to the Spring Hill intersection. Utilize the proffered funding to leverage the additional \$7.7 million from State and local funding sources required to widen Spring Hill Road.

TIMEFRAME FOR IMPLEMENTATION:

Coordinate with current Greensboro construction project.

**6. WIDENING ROUTE 123 FROM THE BELTWAY TO
DULLES TOLL ROAD**

ISSUE:

A square footage contribution for future commercial development was proffered to widen Route 123 from the Beltway to the Dulles Toll Road in 1992. Preliminary design for this project was proffered and has been completed, the right of way was proffered and has been dedicated, and square footage contributions are to be paid to Fairfax County for Tysons area-wide transportation improvements, which include widening of Route 123 to a six lane section between the Beltway and the Dulles Access/Toll Road.

HJR 276 COMMITTEE RECOMMENDATION:

Identify previously committed proffered funding for the widening of Route 123 to the Dulles Toll Road. Evaluate completed roadway design, identify remaining funding requirements, fast-track the approval process for the widening and include in the 6-year plan.

AGENCIES INVOLVED:

Fairfax County and VDOT

COSTS/FUNDING:

The cost to complete the widening of Route 123 is estimated at \$4 million. Utilize funding in the Tysons Transportation Fund and proffered in-kind contributions to leverage additional State and local funding sources required to construct this project.

TIMEFRAME FOR IMPLEMENTATION:

Early - mid 1999.

7. WEST BOUND DULLES TOLL ROAD RAMP @ SPRING HILL

ISSUE:

The west-bound Dulles Toll Road is one of the major exiting points from Tysons Corner in the evening peak period of travel. Currently there is only one lane on the west-bound ramp from Spring Hill Road to the Dulles Toll Road and traffic waiting to use this exit backs up on Spring Hill through the intersection of Jones Branch Drive, creating further gridlocked conditions at this very busy intersection. With the opening of the Tysons West Park Transit Center at the corner of Jones Branch Drive and Spring Hill, expanded transit operations will both contribute to and be affected by this congestion. A second left turn lane from Spring Hill to the Dulles Toll Road is currently available and can be provided to reduce queuing into the intersection. However, additional toll ramp capacity is required.

RELATED PROJECT:

This is a VDOT project.

HJR 276 COMMITTEE RECOMMENDATION:

Secure Dulles Toll Road surplus funds or other transit-related funds to widen the west-bound Dulles Toll Road ramp at Spring Hill. Begin design and construction as soon as the on-going traffic analysis is complete and the funds are identified for each phase.

AGENCIES INVOLVED:

VDOT.

COST/FUNDING:

Cost to construct the widening is \$1.5 to \$2.4 million, depending on final design selected, utilizing surplus funding from the Dulles Toll Road or other transit-related corridor funds.

TIMEFRAME FOR IMPLEMENTATION:

Immediate. Traffic analysis is on-going. Begin design and construction as soon as the traffic analysis is completed and funds are identified for each phase.

8. ROUTE 7 CORRIDOR STUDY/SERVICE ROADS

ISSUE:

Interchanges, roadway capacity and signage on the Route 7 service roads continue to create serious safety issues for pedestrians, and drivers on both the service road and Route 7. In 1990, the Route 7 Corridor Study was completed for Fairfax County identifying short, near and long term improvements to the roadway and service roads at a cost of \$29 million including widening the roadway to 8 lanes. Service road improvements included making the service roads continuous, converting to one-way operation and restricting left turns from service roads at major intersections. The recommendations were never adopted or implemented.

HJR 276 COMMITTEE RECOMMENDATION:

Update the Route 7 Corridor Study to ensure the validity of the recommendations. The update, identified as the Tysons Operational Improvement Analysis, will also be expanded to include Route 123 and other major Tysons Corner Roadways.

AGENCIES INVOLVED:

VDOT.

COST/FUNDING:

Approximately \$125 - \$150,000 to update the Route 7 Corridor Study utilizing funding from the Tysons Transportation Fund.

TIMEFRAME FOR IMPLEMENTATION:

Approximately 12 months from start of the analysis.

9. AREA SIGN INVENTORY

ISSUE:

Directional and roadway signage in Tysons Corner is inadequate and inconsistent and located with no regard for motorist's safety, information or ease of direction. This creates stopping, slowing and lane changing resulting in safety issues and increased congestion due to the unpredictability of motorist's behavior.

HJR 276 COMMITTEE RECOMMENDATION:

Inventory all signs in Tysons Corner and analyze them for consistency, safety issues and directional accuracy. Upgrade signs, including adding, removing, enlarging or changing as necessary. Identify critical locations where signage is necessary.

Agency Involved:

VDOT

COST/FUNDING:

No additional funding required if conducted by VDOT staff, approximately \$15,000 if a consultant is utilized. Costs for signing upgrades will depend on actual recommendations and is unknown at this time.

Timeframe for Implementation:

Approximate start date: January 1999, 8 - 10 months for inventory, design of upgrades, fabrication and implementation.

10. BUS SHELTERS, STOPS AND SIGNAGE

ISSUE:

In Tysons Corner there are only three bus shelters. Transit signs are inconsistent, difficult to read, and not displayed in a uniform pattern, all of which contribute to the lack of transit use in the area.

HJR 276 COMMITTEE RECOMMENDATION:

Identify all locations for improved transit signing and key locations for the installation of bus shelters. Develop and adopt a county-wide policy to accept the maintenance of bus shelters purchased and installed by a private corporation.

AGENCIES INVOLVED:

Fairfax County and TYTRAN.

COST/FUNDING:

Cost to implement recommendation is unknown until all locations for signs and shelters are identified. Recommend use of the Tysons Transportation Fund.

TIMEFRAME FOR IMPLEMENTATION:

Early-mid 1999.

11. PEDESTRIAN SAFETY ISSUES

ISSUE:

Pedestrian traffic is discouraged within Tysons Corner due to the danger of crossing roads and intersections. This also contributes to the lack of transit usage as employees are not able to access local retail and restaurant areas during the mid-day other than by car. The Tysons Corner Urban Center Plan identifies the need for, and outlines the specifics of, an improved pedestrian network for Tysons Corner.

HJR 276 COMMITTEE RECOMMENDATION:

Inventory all sidewalk, intersection crossing and pedestrian amenities in Tysons Corner and immediately address any safety issues. Develop and implement a plan for improving the pedestrian network amenities, beginning with recommendations found in previously published studies such as the Route 7 Corridor Study and the Tysons Corner Urban Center Plan.

AGENCIES INVOLVED:

VDOT and Fairfax County

COST/FUNDING:

Approximately \$20,000 for a Pedestrian Safety Review along major Tysons Corner corridors, utilizing funding from the Tysons Transportation Fund.

TIMEFRAME FOR IMPLEMENTATION:

Approximate start date: early 1999, 6 to 8 months for identification of pedestrian safety issues, identification of recommendations and implementation of typical street-level pedestrian improvements.

**12. DULLES ACCESS CONNECTOR ROAD IMPROVEMENTS
FOR BUS ACCESS TO WEST FALLS CHURCH METRO**

ISSUE:

Buses traveling east-bound on the connector road from the Dulles Toll Road to West Falls Church metro station experience delays due to merging problems when one lane is eliminated. Fairfax County has requested VDOT improve the connector road by expanding the shoulder or adding a lane to improve bus access to the metro station.

HJR 276 COMMITTEE RECOMMENDATION:

Work with the Metropolitan Washington Airports Authority to identify a safe and cost-effective improvement to alleviate the bus delay on the connector road, either widening the shoulder or adding a lane for bus access; design the improvement and construct.

AGENCIES INVOLVED:

VDOT, Airport Authority.

COST/FUNDING:

Estimated construction cost to add a lane is \$3.5 to \$5.3 million, utilizing state funding and/or other transit related funding for the construction.

TIMEFRAME FOR IMPLEMENTATION:

1999 - 2000.

13. WIDENING MAGARITY ROAD

ISSUE:

There is limited capacity on Magarity Road, and available right of way to widen the roadway. In the 1968-1970 time period, a portion of funds to widen Magarity Road were paid into County escrow by the development of the Commons of McLean [Westgate] and the Westerlies Townhouses. The Fairfax County 6 year plan identifies the widening of Magarity Road to 4 lanes between Lisle/Route 7 and Great Falls Street. The Tysons Corner Urban Center Plan also identifies the widening of Magarity Road. There is no immediate plan to implement this project.

HJR 276 COMMITTEE RECOMMENDATION:

Identify the amount of funding previously allocated to this project and the funding required to complete the widening. Re-evaluate the status of this project, based upon the ability to leverage additional funds utilizing the prior funding.

AGENCIES INVOLVED:

Fairfax County.

COST/FUNDING:

No costs are associated with identifying the funding that is currently available, or to re-evaluate the status of the project's construction schedule.

TIMEFRAME FOR IMPLEMENTATION:

Early 1999.

14. TRAFFIC SURVEILLANCE

ISSUE:

Traffic and incident management into and out of Tysons Corner could be significantly improved through the deployment of additional traffic cameras and variable message signs. VDOT, with the assistance of TYTRAN, has placed traffic cameras on several buildings in Tysons Corner.

HJR 276 COMMITTEE RECOMMENDATION:

Develop a traffic camera and variable message sign master plan for the Tysons Corner area, identifying strategic locations for the deployment of additional traffic surveillance cameras, communications requirements and control locations. Include a plan to utilize the camera images to display real-time traffic conditions in monitors located in major employer sites.

AGENCIES INVOLVED:

VDOT and TYTRAN

COST/FUNDING:

No cost to develop the master plan. Utilize Intelligent Transportation System [ITS] funds to implement the master plan and the real-time traffic monitor displays. Consultant services will be required.

TIMEFRAME FOR IMPLEMENTATION:

End of 1999 pending funding and consultant assistance.

FURTHER RECOMMENDATIONS FROM THE COMMITTEE

- ⇒ All Agencies represented on the Committee continue to work in partnership to ensure these HJR 276 recommendations are implemented in the most cost effective and timely manner possible.
- ⇒ Continue to identify creative solutions to the longer-term transportation issues in the area such as an internal circulation system, the rail extension project, and express bus service in the Dulles Corridor.

The process and results produced through the HJR 276 Committee represent a balanced approach and consensus on the immediate transportation improvements necessary to provide interim solutions prior to the extension of rail through Tysons Corner.

The HJR 276 Committee is a diverse group of Tysons Corner interests and has agreed to continue meeting on a quarterly basis. The Committee will monitor the implementation progress of the final HJR 276 recommendations, as well as provide support and continued focus for the completion of rail through Tysons Corner.

APPENDIX A

GENERAL ASSEMBLY OF VIRGINIA -- 1998 SESSION

HOUSE JOINT RESOLUTION NO. 276

Requesting the Secretary of Transportation, with the assistance and cooperation of certain agencies and organizations, to assist in the development of options that might result in short-term improvements affecting the Tyson's Corner area.

Agreed to by the House of Delegates, March 13, 1998

Agreed to by the Senate, March 13, 1998

WHEREAS, the Tyson's Corner area of Fairfax County is a major center of business and commercial activity; and

WHEREAS, there is a need to move large volumes of people and products both within the immediate Tyson's Corner area and between Tyson's Corner and origins and destinations outside the area; and

WHEREAS, the Washington Metropolitan Area Transit Authority (WMATA) is planning to offer high-capacity, convenient Metrobus service between Tyson's Corner and Bethesda, Maryland, in late spring 1998; and

WHEREAS, Congressman Frank Wolf has proposed the initiation of an innovative bus service in the Dulles Airport Corridor while the extension of rapid rail service is developed; and

WHEREAS, the extension of rapid rail service in the Dulles Airport Corridor is several years in the future; and

WHEREAS, in the interim there is a crucial need to identify additional short-range highway and transit improvements that would improve circulation within the Tyson's Corner area, as well as enhance access to and from the West Falls Church Metrorail Station, and to coordinate all planned improvements; now, therefore, be it

RESOLVED by the House of Delegates, the Senate concurring, That the Secretary of Transportation, with the assistance and cooperation of certain agencies and organizations, be requested to assist in the development of options that might result in short-term improvements affecting the Tyson's Corner area. The Commonwealth Transportation Board, the Virginia Department of Transportation, the Virginia Department of Rail and Public Transportation, the County of Fairfax, WMATA, and the Tysons Transportation Association are included within the agencies and organizations assisting the Secretary; and, be it

RESOLVED FURTHER, That these efforts should identify the costs associated with the various program options and identify funding options associated with the program options; and, be it

RESOLVED FINALLY, That public transportation program options may be implemented as funding is available.

The Secretary shall complete her work in time to submit her findings and recommendations to the Governor and the 1999 Session of the General Assembly as provided in the procedures of the Division of Legislative Automated Systems for the processing of legislative documents.