







#### TYSONS CORNER BICYCLE MASTER PLAN

FAIRFAX COUNTY PLANNING
COMMISSION, TRANSPORTATION
COMMITTEE





#### **Key Project Elements and Outcomes**

- Public input
- Stakeholder engagement
- Bicycle network plan
- Phased implementation plan
- Policy and program recommendations



# PUBLIC OUTREACH



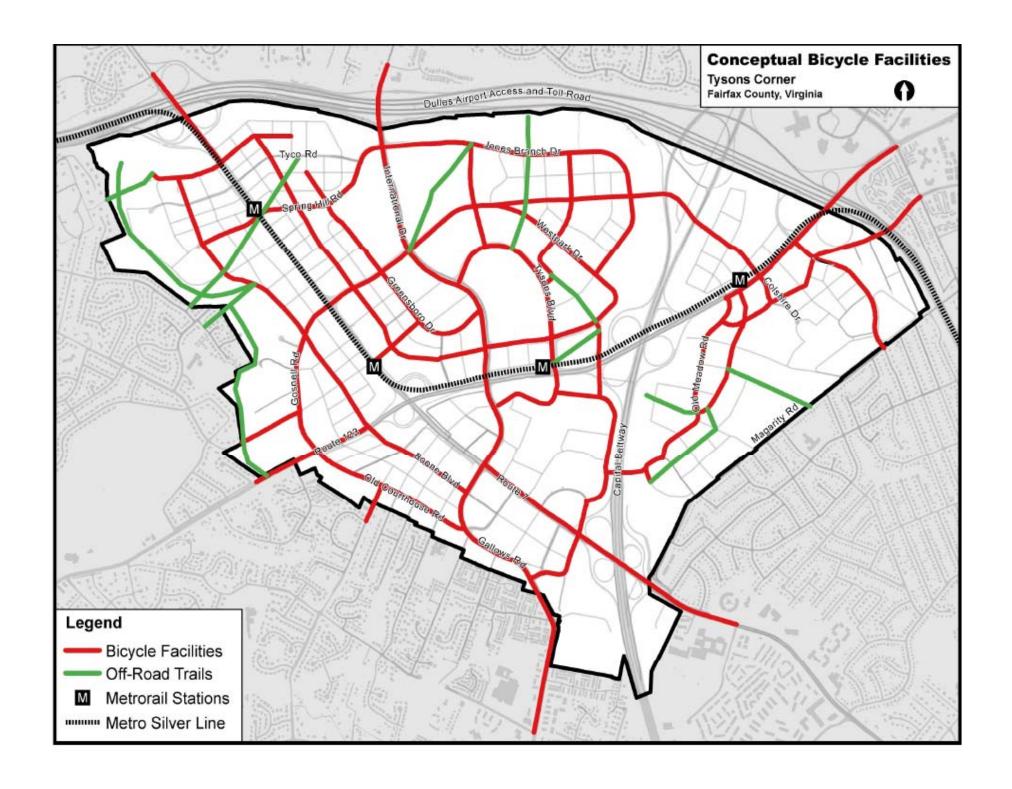
- Bicycle Advisory Committee (3 of 6 completed)
- Public meetings (1 of 2 completed)
- Community Walk website (closes 11/12)
- Stakeholder interviews (ongoing)
- Coordination with standing committees
  - TMSAMS (2 of 2 completed)
  - Fairfax TAC (11/16)
  - Fairfax Trails & Sidewalks Com (10/13)
  - Bike tour (10/22)
- Planning Commission Transportation Committee (Tonight!)

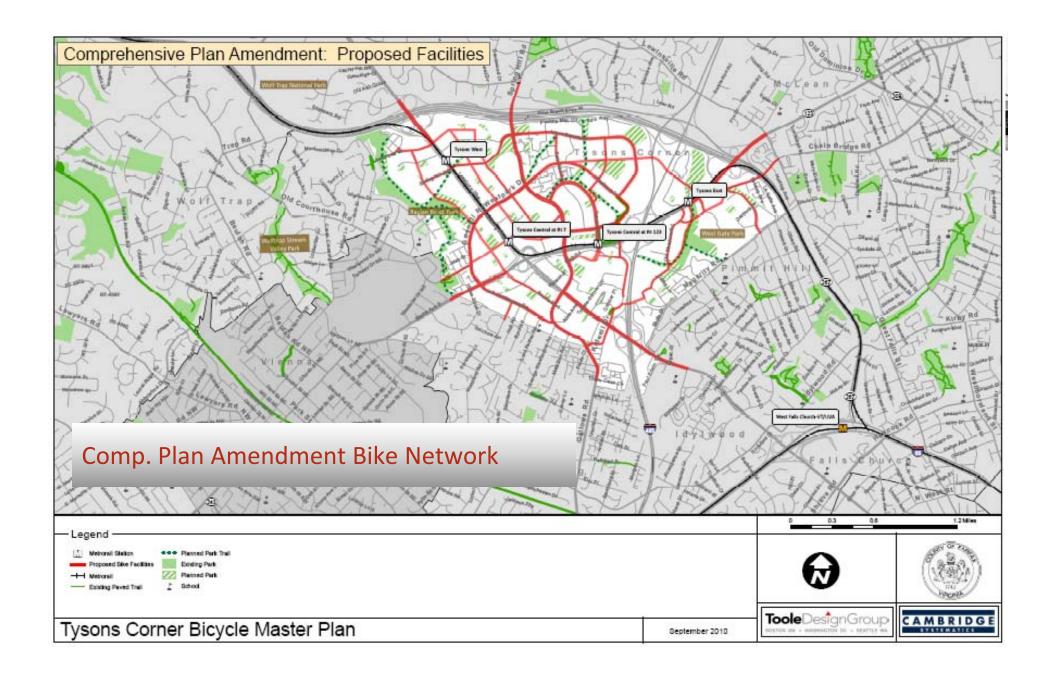


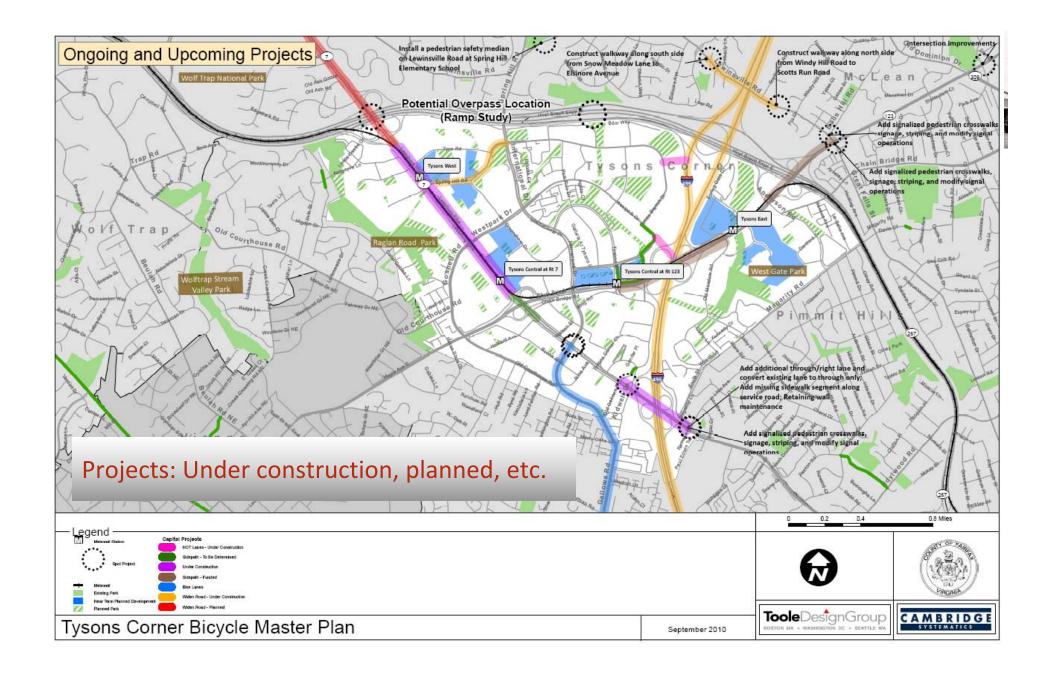


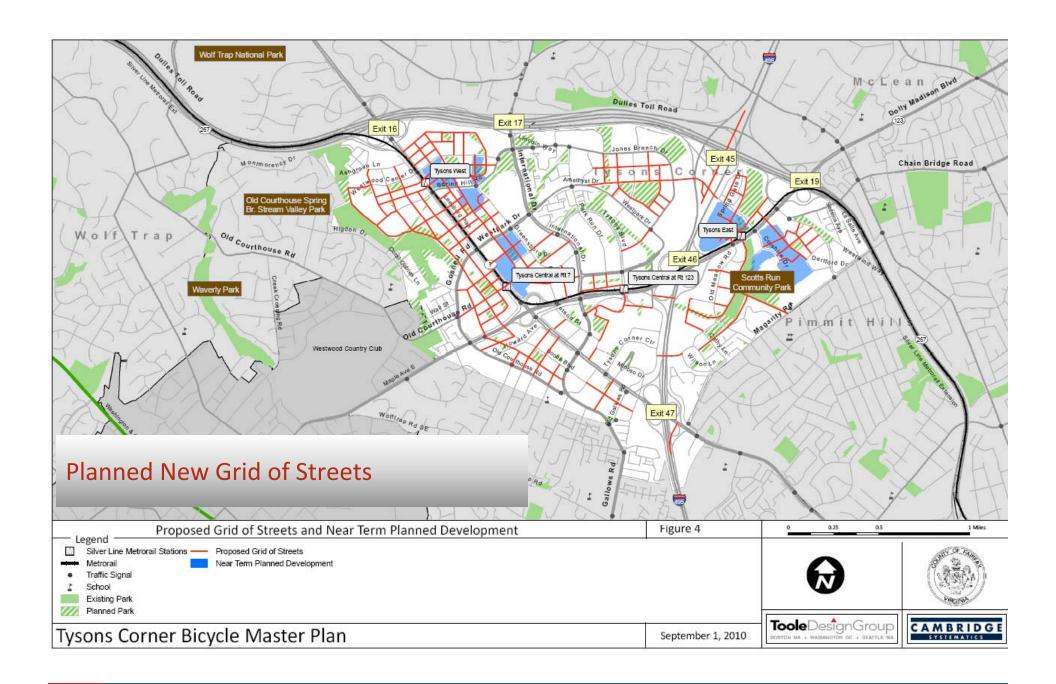


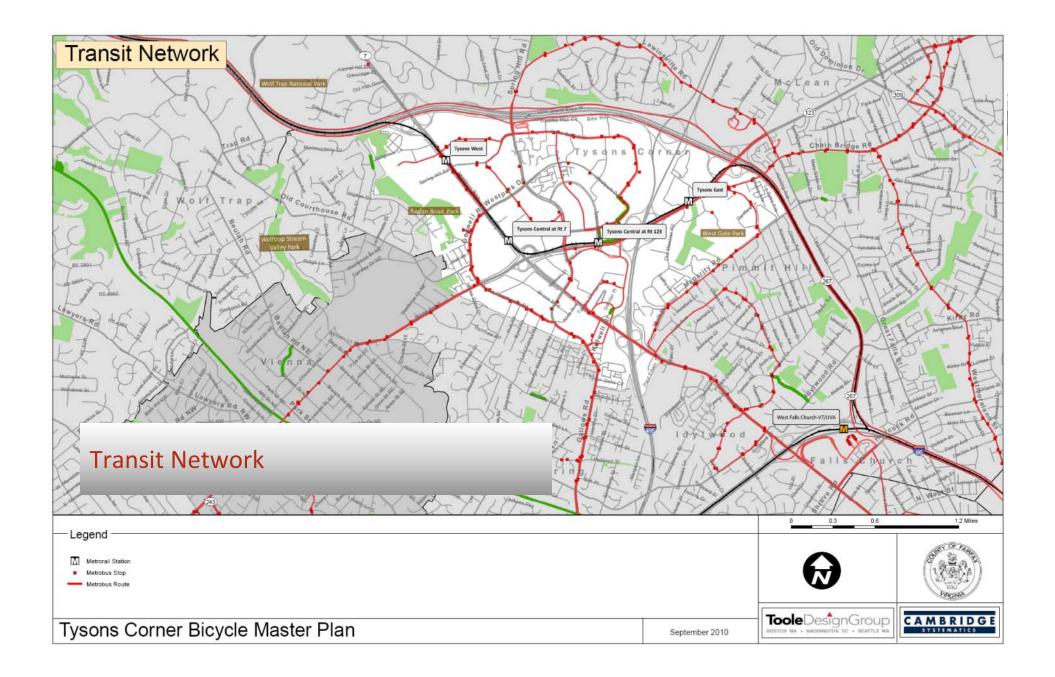
GOALS	SPECIFIC ELEMENTS
Fully <b>integrate bike improvements</b> into the planning and development process in Tysons Corner	Silver Line, road improvements, private sector development, phasing strategies, etc.
Improve bicycle <b>safety, access and connectivity</b> to, from, through and within Tysons Corner	On and off-road improvements, wayfinding and signage, intersections, access ramps, multimodal and intermodal services, connections to schools/parks/regional destinations, etc.
Foster the development of a <b>bike culture</b> in Tysons Corner	Education and encouragement programs, public- private partnerships, recreational cycling, TDM, etc.
Make bicycling a <b>viable transportation choice</b> for cyclists – young and old, novice and experienced, occasional and regular.	On and off-road facilities, support facilities such as bike parking and commuter showers, etc.













#### KEY ISSUES

#### **Key Issues**

How to get cyclists through interchanges or across the Beltway and Dulles Toll Road.

Establishing and signing bike routes in and out of Tysons, through Tysons and within Tysons.

Creating access routes to Metro that are direct, time efficient and attractive to less-experienced cyclists.

Access to Metro for residents within and outside of Tysons; Using the Bike for egress to office jobs.

Discontinuity of bike facilities that results from a process that changes roadways 1,2 or 3 developments at a time.

Serving student and staff trips to and from Middle and High Schools.



## PLANNING TOOLBOX



**Shared Roadways** 

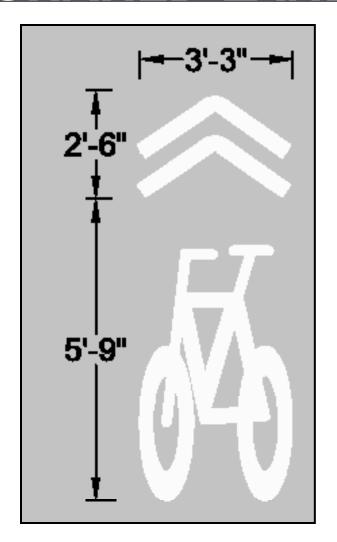


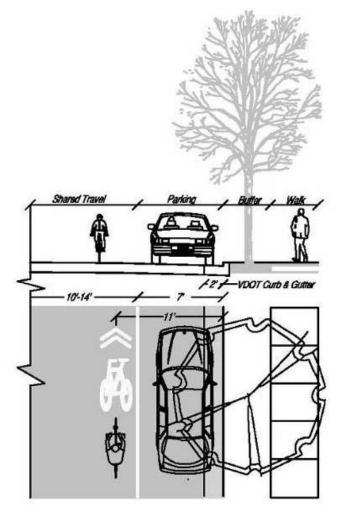
Striped/Paved Shoulders

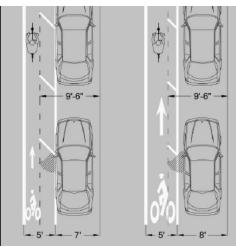




#### SHARED LANE MARKINGS









# PLANNING TOOLBOX



**Bicycle Lanes** 



**Climbing Lanes** 





### BUFFERED BIKE LANE



# SIDE PATH





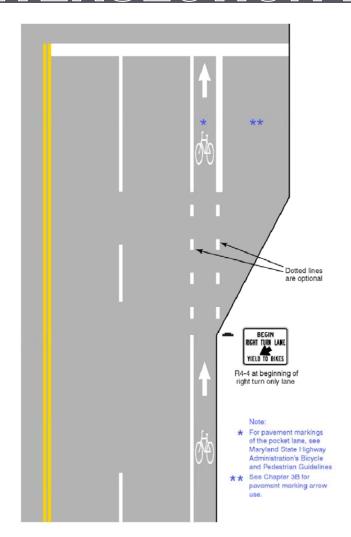








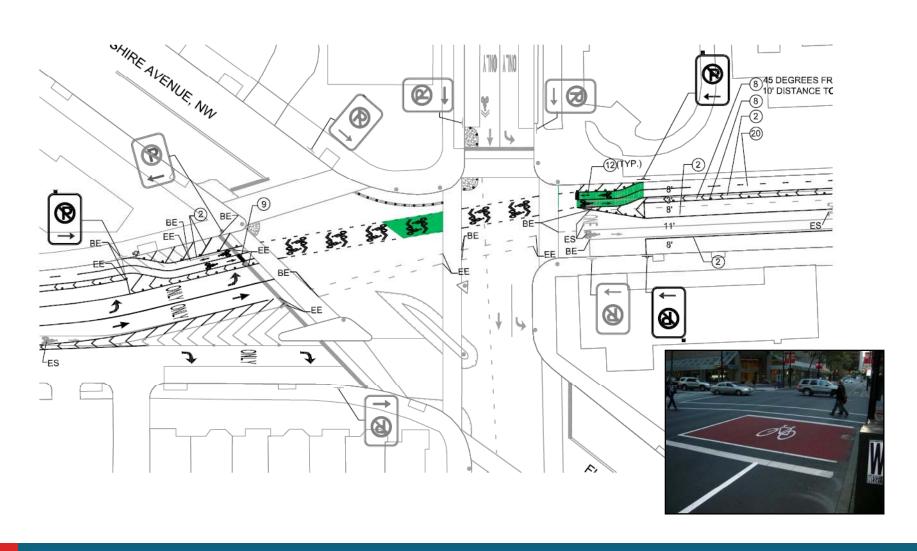
### INTERSECTION DESIGN





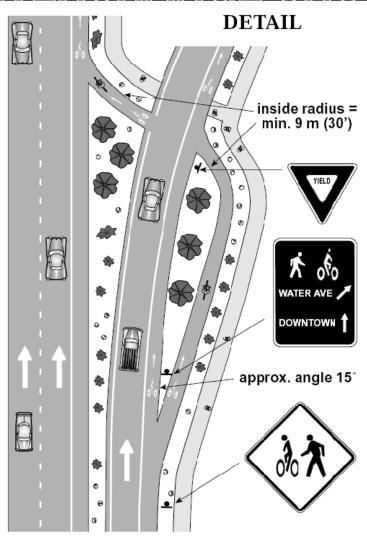


### INTERSECTION DESIGN



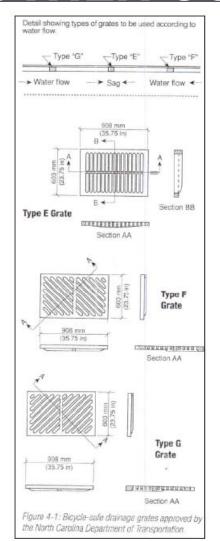


#### INTERCHANGE CROSSING DESIGN





#### OTHER CONSIDERATIONS









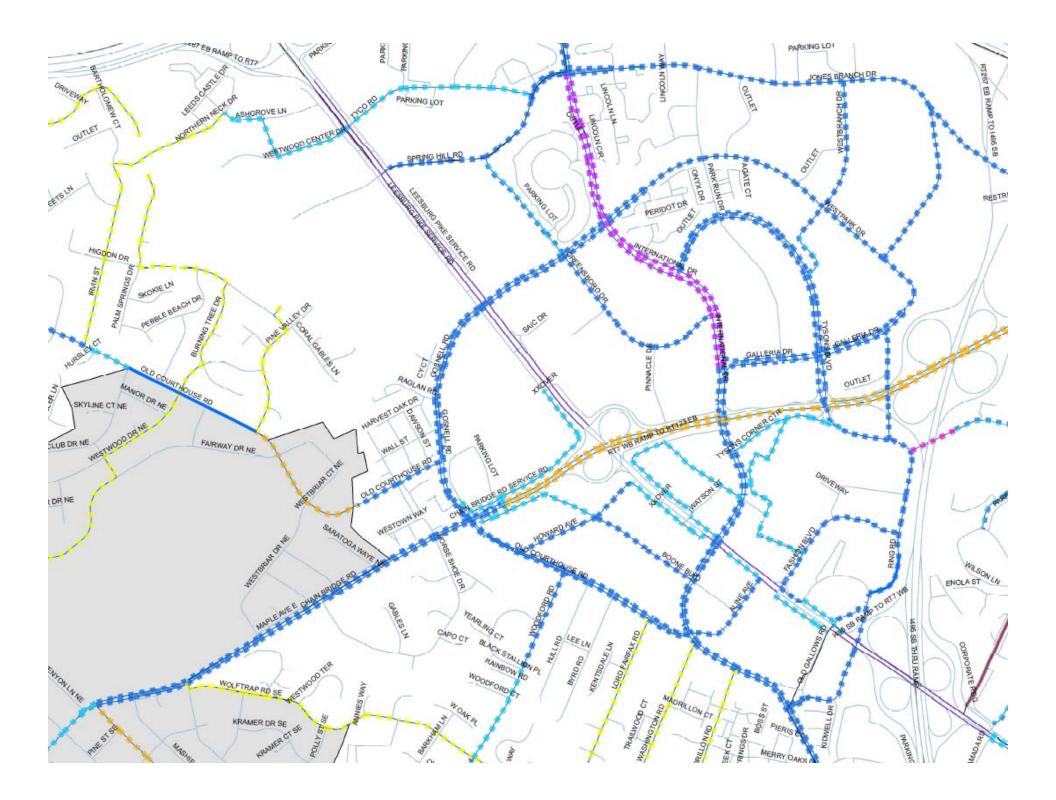


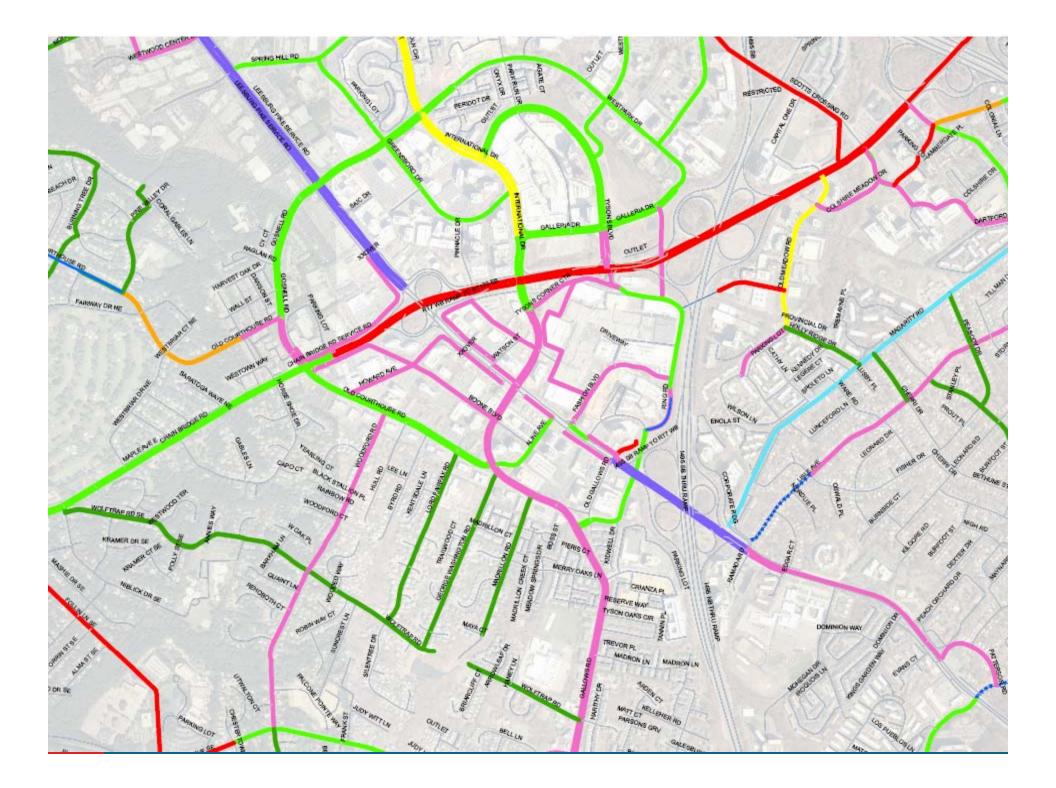
### BIKE PARKING













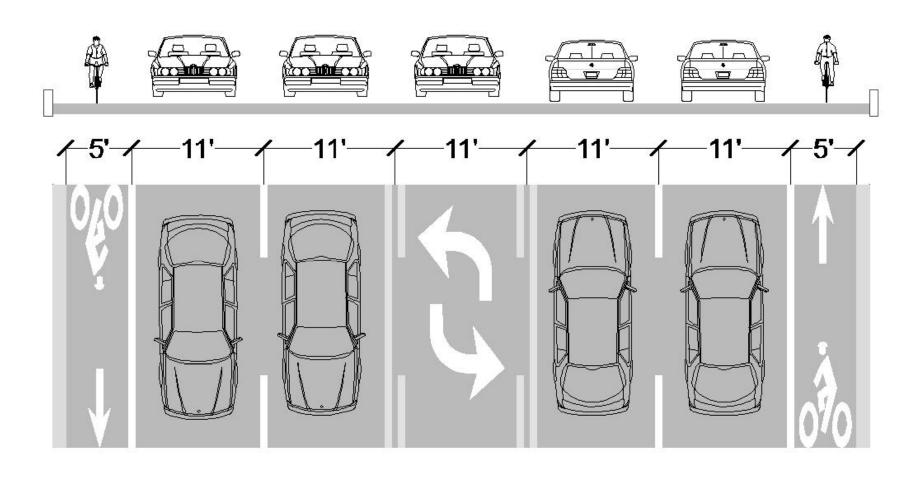
### ORGANIZING ELEMENTS

- Existing Roads
  - Lane diets
  - Road diets
- Big Corridors
  - Cycle tracks
- Silver Line Stations
  - Access to/parking at station
  - Bike sheds and routes
- Policies and Programs
- Implementation





#### LANE DIET





#### ROAD DIET



TYSONS CORNER BICYCLE MASTER PLAN



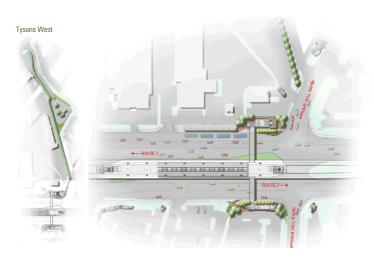
#### BIG CORRIDORS

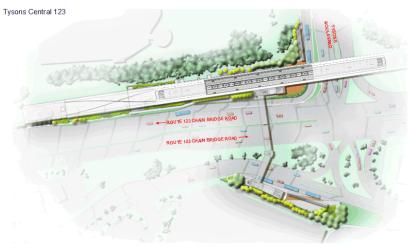


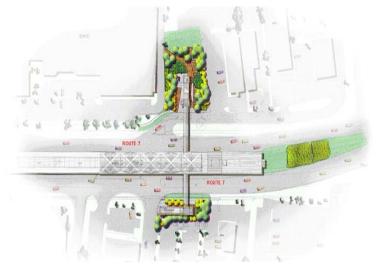


# SILVER LINE STATIONS

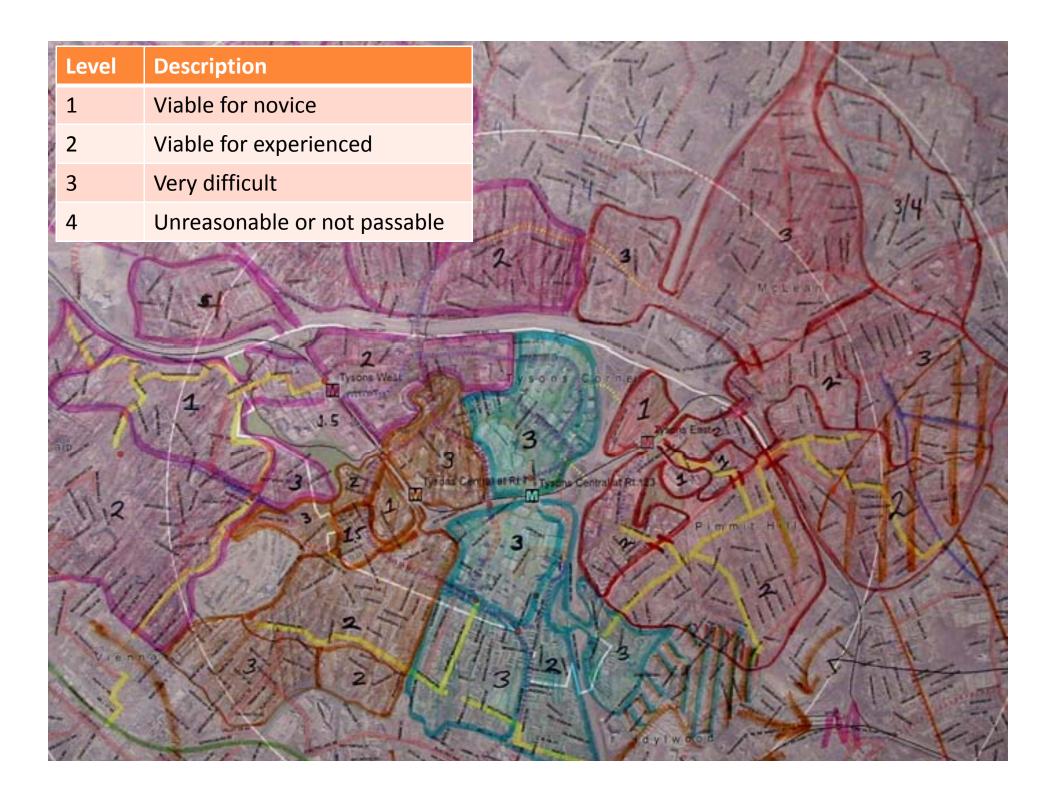














### POLICIES AND PROGRAMS

- Bike to lunch program
- Bike ambassadors program
- Tysons Corner bike commuter jersey/helmet/vest
- Education/awareness campaign for planned bike facilities
- Safe Routes to School programs





#### POLICIES AND PROGRAMS

- Bike plan recommendations included on the proffer list
- Marketing campaign built around the "time" concept
- Integration into the Capital BikeShare program





### PHASING AND IMPLEMENTATION

PHASING	TIMEFRAME
Underway	2011-2013
Near Term	2012-2016
Medium Term	2015-2020
Medium to Long-Term	2020-2030

Note: Vienna projects will be categorized separately

# NEXT STEPS

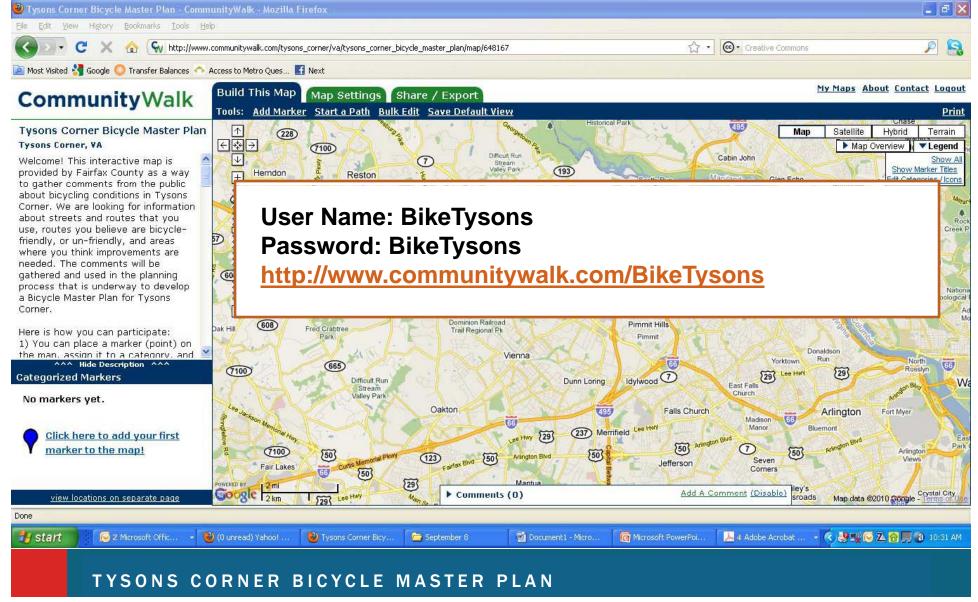


- Analysis of Community Walk results (closes 11/12)
- TAC meeting (11/16)
- BAC meeting (11/17)
- Plan development (ongoing)
- Public meeting #2 (Jan. 2011)











## DISCUSSION QUESTIONS

#### **Questions**

Where should new overpasses be located? How can they be funded?

How to change intersection design and how to implement changes?

How can a bus circulator system enhance or supplement the potential for use of the bicycle as a major metro access mode? \*

How can the approach to trail development be modified to ensure that paved trails serve both transportation and recreational needs?

<sup>\*</sup> Note: Revised per feedback received at the meeting.

# QUESTIONS



#### **Contacts:**

Jeffrey Hermann
Fairfax County Department of
Transportation
jeffrey.hermann@fairfaxcounty.gov
(703) 877-5765

Dan Goodman and Bob Patten
Toole Design Group
dgoodman@tooledesign.com
rpatten@tooledesign.com

David Jackson and Stacy Cook Cambridge Systematics

DJackson@camsys.com

SCook@camsys.com

