

McLEAN CITIZENS ASSOCIATION

RESOLUTION

DULLES RAIL SUPPLEMENTAL EIS

With

ATTACHMENT A - PEDESTRIAN AND BICYCLE ACCESS ISSUES DULLES CORRIDOR RAIL STATIONS IN TYSONS CORNER (Charts - 7 pages)

Approved by the MCA Board 12/3/03

Whereas, the Board of Directors of the McLean Citizens Association submitted resolutions on August 14, 2002 expressing the MCA's strong support of the proposal to the extension of Metrorail through the Dulles corridor; and

Whereas, in its August 14, 2002 resolutions, the MCA also pointed out a number of issues of concern to the McLean community that need to be addressed; and

Whereas, U.S. Department OF Transportation, the Federal Transit Administration, the Virginia Department of Rail and Public Transportation, and the Washington Metropolitan Area Transit Authority issued a Supplemental Draft Environmental Impact Statement in October, 2003; and

Whereas, the Supplemental Draft EIS explicitly recognizes that it will be necessary to undertake coordination with local communities to address outstanding issues related to facility design, potential effects, and mitigation;

Therefore be it resolved that the McLean Citizens Association endorses the proposed plan to establish rail service through the Dulles corridor, re-adopts its previous resolution and asks that the public agencies coordinate with MCA with respect to local issues identified by the MCA;

Be it further resolved that, among other matters, careful consideration be given to improving pedestrian and bicycle access to the proposed Metrorail stations in the Tysons area and that all the issues detailed by the MCA in Attachment A hereto be carefully addressed and resolved in a way that promotes increased public access;

Be it further resolved more specifically, that:

(1) consideration be given to adding second entrances to the two proposed stations along Route 7;

(2) failing that, there should be at the very least provision in the initial construction of those stations for additional mezzanines or supporting piers and other structural elements that would avoid undue expense and operational interference if second entrances are added at later dates;

(3) if there is to be only a single entrance at the Tysons Central 7 station, it be located at the middle or west end; and

(4) at the Tysons West station, the platform be extended over Spring Hill Road and Tyco Road to reduce the need for pedestrians to cross those busy streets.

And be it further resolved that, with the increase in storage tracks in the West Falls Church S&I Yard from the 26 storage tracks proposed previously to 42 to accommodate the lack of storage at Dulles during the first phase, and given increased maintenance operations, and given the conjunction of this yard with aerial rail track and a ninety-degree turn near residences as well as a new multi-story parking structure at the West Falls Church station, there is an increased need to take strong efforts to mitigate noise that impacts the surrounding residential neighborhoods and analyze traffic effects.

**PEDESTRIAN AND BICYCLE ACCESS ISSUES
DULLES CORRIDOR RAIL STATIONS IN TYSONS CORNER**

**McLean Citizens Association
3 December 2003**

TYSONS EAST STATION (inside the Beltway on Rt. 123)

Access Issue	FC Trails Plan^a
<p><i>General Issues</i></p> <p>Barrier to access from Magarity Rd. through private property, Westgate Elementary School, and Westgate Park. Barrier to access created by Dulles Toll Road. Missing trail and sidewalk segments. Missing crosswalks.</p>	
<p>Provide direct access from Magarity Rd. Complete Scotts Run Stream Valley Trail between Old Meadow Road and station kiss-and-ride area. Construct trail between Margarity Rd. and the Scotts Run Stream Valley Trail through Westgate Elementary School and Westgate Park.</p>	X
<p>Provide direct access from Lewinsville Rd. Complete Scotts Run Stream Valley Trail between Rt 123 and Lewinsville Rd.</p>	X
<p>Provide direct access from Tysons/McLean Office Park on Lewinsville Rd. Construct pedestrian (and vehicle) bridge across Toll Rd at Colshire Dr. and/or Spring Gate Rd. This crossing could also serve the Scotts Run Stream Valley Trail.</p>	
<p>Complete missing trail and sidewalk segments Rt. 123 - southbound side between Lewinsville Road and Toll Road offramp. Old Chain Bridge Rd. – west side between Toll Rd. and Anderson Rd.</p>	X X
<p>Add crosswalks Rt 123/Lewinsville Rd/Great Falls St intersection. Old Chain Bridge Rd./Anderson Rd. intersection.</p>	X X

^aItem on the Fairfax County Countywide Trails Plan is indicated by X.

TYSONS CENTRAL 123 (Rt. 123 and Tysons Blvd.)

Access Issue	FC Trails Plan ^a
<p><i>General issues</i></p> <ul style="list-style-type: none"> Barrier created by Beltway. Crossing International Drive. Access through Tysons Corner Center property to eastern station entrance. Direct access to the Galleria shopping center. 	
<p>Provide access across the Beltway</p> <ul style="list-style-type: none"> Investigate best location for crossing. Some possibilities: <ul style="list-style-type: none"> Construct pedestrian bridge on southbound side of Rt. 123. Take advantage of Metrorail superstructure. Take advantage of height of land on northwest portion of interchange. Construct pedestrian bridge in the vicinity of the Hilton Hotel. 	X
<p>Improve ability to cross International Dr. between Chain Bridge Rd. and Greensboro Dr.</p> <ul style="list-style-type: none"> Need to improve ability to cross at the Courtyard by Marriott and the Holiday Inn. Need crosswalk at Chain Bridge Rd. intersection. Need ability to cross at Galleria Dr. intersection. 	X
<p>Provide access through Tysons Corner Center property from Tower Crescent Drive and west side of International Dr.</p> <ul style="list-style-type: none"> Construct sidewalk along unnamed road between International Dr. and station entrance. Complete sidewalk along shopping center Ring Road. 	
<p>Improve direct access between station entrance and the Galleria shopping center.</p> <ul style="list-style-type: none"> Improve and spruce up the current shopping center sidewalk access from Galleria Drive along service road to lower-level entrance to Neiman-Marcus. Consider adding cover to this walkway. 	

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TYSONS CENTRAL 7 (underground station on Rt. 7)

Access Issue	FC Trails Plan ^a
<p>General issues</p> <p>Barrier to access from Greensboro Dr. and Pinnacle Dr. through private property.</p> <p>Barrier to access from Old Courthouse Rd. and Gosnell Rd. through private property.</p> <p>Barrier to access created by Chain Bridge Road (Rt. 123).</p>	
<p>Provide direct access from Greensboro Dr. and Pinnacle Dr. to north station entrance.</p> <p>Assure public access from Technology Dr. cul-de-sac. (Alternative: move north station entrance to Technology Dr. cul-de-sac.)</p> <p>Complete sidewalk along Chain Bridge Rd. (frontage road) between Rt. 7 and Pinnacle Dr.</p>	X
<p>Provide direct access from Old Courthouse Rd. and Gosnell Rd. to south station entrance.</p> <p>Obtain public access rights-of-way or easements through private property as part of property redevelopment plans.</p> <p>Construct trail in Raglon Rd. Park between Raglon Rd. and Key West Lane.</p>	
<p>Break the barrier to station access from the east created by the elevated portion of Chain Bridge Rd (Rt. 123) over Rt. 7.</p> <p>Eastbound side of Rt. 7 – complete trail under Chain Bridge Road overpass.</p> <p>Westbound side of Rt. 7 – Obtain a solution or contributions toward a solution as proffers from property redevelopment.</p> <p>Provide pedestrian access as part of new road planned between Rt. 7 and Old Courthouse Rd.</p> <p>Provide a pedestrian bridge in the vicinity of Boone Blvd. intersection.</p>	X X
<p>Station design issues</p> <p>Station should have entrances at both ends.</p> <p>Single-entrance station should have the entrances in the middle or west end.</p> <p>Single entrance only at east end very undesirable.</p>	

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TYSONS WEST STATION (on Rt. 7 near Dulles Toll Rd. Interchange)

Access Issue	FC Trails Plan ^a
<p>General issues</p> <p>Barrier to direct station access created by Spring Branch stream valley. Barrier to station access on Rt. 7 overpass over the Dulles Toll Rd. Pedestrian issues created by proximity of intersections at both ends of station. Incomplete area sidewalk system.</p>	
<p>Provide crossings over Spring Branch stream valley Construct trail and bridge along Virginia Dominion Power right of way between Rt. 7 and Higdon Dr. Assure public access to existing crossing on Ashgrove Lane. Extend to Rt. 7. Connect to existing trail along stream valley. Complete Spring Branch Stream Valley trail to Gosnell Rd.</p>	<p>X X</p>
<p>Provide station access from the west. Complete trails on both sides of Rt. 7 across the Dulles Toll Rd.</p>	<p>X</p>
<p>Improve pedestrian access at Rt. 7 intersections with Tyco Rd./Westwood Center Dr. and with Spring Hill Rd. Design station to help overcome pedestrian issues at these intersections.</p>	
<p>Complete area sidewalk system. Westwood Center Dr. Sheraton Hotel area Ashgrove Lane/Ashgrove townhouses area.</p>	<p>X X</p>
<p>Station design issues</p> <p>Station should have entrances at both ends. Extend platform over roadways at each end to minimize the need to cross streets to reach station entrances.</p>	

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OTHER NEEDS IN TYSONS CORNER VICINITY

Access Issue	FC Trails Plan^a
Along Rt. 123. Complete trails along both sides between Town of Vienna at Follin Lane and Old Courthouse Rd.	X
Along Spring Hill Rd north of the Dulles Toll Rd. Complete trail on west side of Spring Hill Road to Lewinsville Rd. Complete trail to Georgetown Pike.	X
Along Lewinsville Rd. Complete trail between Windy Hill Rd. and Elsinore Ave. Construct trail on south side between Spring Hill Rd. and Gordon Lane. Complete missing segments between Altamira Ct. and Rt. 7. Construct trail from Lewinsville Rd. to Rt. 7 along Little Rocky Run stream valley.	X X X X

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WEST FALLS CHURCH STATION AND RAIL YARD

Access Issue	FC Trails Plan ^a
<p><i>General issues</i></p> <p>Barrier to access to station from north because of I-66 and rail yard. Barrier to station access to the east because of Dulles Toll Road.</p>	
<p>Provide station access from the north through rail yard property. Make secure to prevent access to rail yard.</p> <p>Construct trail from Idylwood Rd. at Dulles Toll Rd. overpass along east side of yard and north side of bus access road to bus area on north side of station. Provide access to trail from Mackay St. and Norwalk St. An alternative: construct bridge across I-66 between north station mezzanine and trail on east side of rail yard adjacent to Dulles Toll Rd.</p> <p>Construct trail adjacent to Dulles Toll Rd between Idylwood Rd. and the Pimmit Run Stream Valley Trail.</p> <p>Construct trail from rail yard employee entrance on Idylwood Rd. along west side of rail yard and north side of I-66 to bus area on north side of station. Construct branch trail to Rt. 7 along north side of I-66.</p>	
<p>Complete trails on both sides of Idylwood Rd. between Great Falls St. and Gallows Rd.</p>	X
<p>Improve sidewalk system in residential area north of Idylwood Rd.</p>	
<p>Improve station access from the east</p> <p>Provide access from Idylwood Rd. through east side of rail yard (see above). Improve sidewalk system in residential area east of Dulles Toll Rd. and north of Haycock Rd.</p>	

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BICYCLE ACCESS NEEDS

Access Issue	FC Trails Plan ^a
<p>General issues</p> <p>Need for secure, covered bicycle parking and bicycle lockers at all stations.</p> <p>Need for access to Tysons stations from W&OD trail.</p> <p>Need for multiuse trail along Dulles Toll Road and Rt. 7 similar to Custis Trail along I-66.</p> <p>Evaluate comprehensive plan to determine needed changes based on current rail station locations.</p> <p>Ensure that immediate station access to bicycle parking and other onsite facilities is well designed. Avoid conflicts with buses, other vehicles, and pedestrians.</p>	
<p>Tyson Stations – General Issues</p> <p>Ensure a connection to the W&OD trail</p> <p>Ensure a connection to the "Bicycle Beltway" along Gallows Rd.</p> <p>Paint bicycle lanes along service roads.</p>	X
<p>Tysons West Station</p>	
<p>Provide a direct connection to the residential communities to the south.</p> <p>Connect major paved trail to Old Courthouse Spring Branch trail.</p> <p>Complete major paved trails on both sides of Rt. 7 across the Dulles Toll Road interchange.</p> <p>Upgrade existing concrete sidewalks along Rt. 7 to major paved trail. Over time waivers have been granted to propagate the existing network.</p> <p>Build trail to Tyson-West Park Transit Station on Jones Branch Rd.</p>	X X

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