

Tyson's Bicycle Plan

February, 2009

Overview

- Goals for a Bicycle-friendly Tysons
- The Existing Situation
- Creating a Bicycle-Friendly Tysons
 - Connections to Allow Bike Access to Tysons
 - Improve Bicycling within area for Residents and Employees
 - Implementation
 - Public Involvement

Goals

- Create a bicycle-friendly Tysons Corner
- Facilitate bicycling to Tysons from neighboring communities within 3 mile radius
- Facilitate bicycling within Tysons for residents and workers
- Complete the Tysons network with end-of-trip facilities and bicycle/transit integration
- Encourage bicycle use and safety for all ages
- Reduce greenhouse gas emissions, air pollution, and traffic congestion

Copenhagen - 36% commuted by bike in 2006





Copenhagen

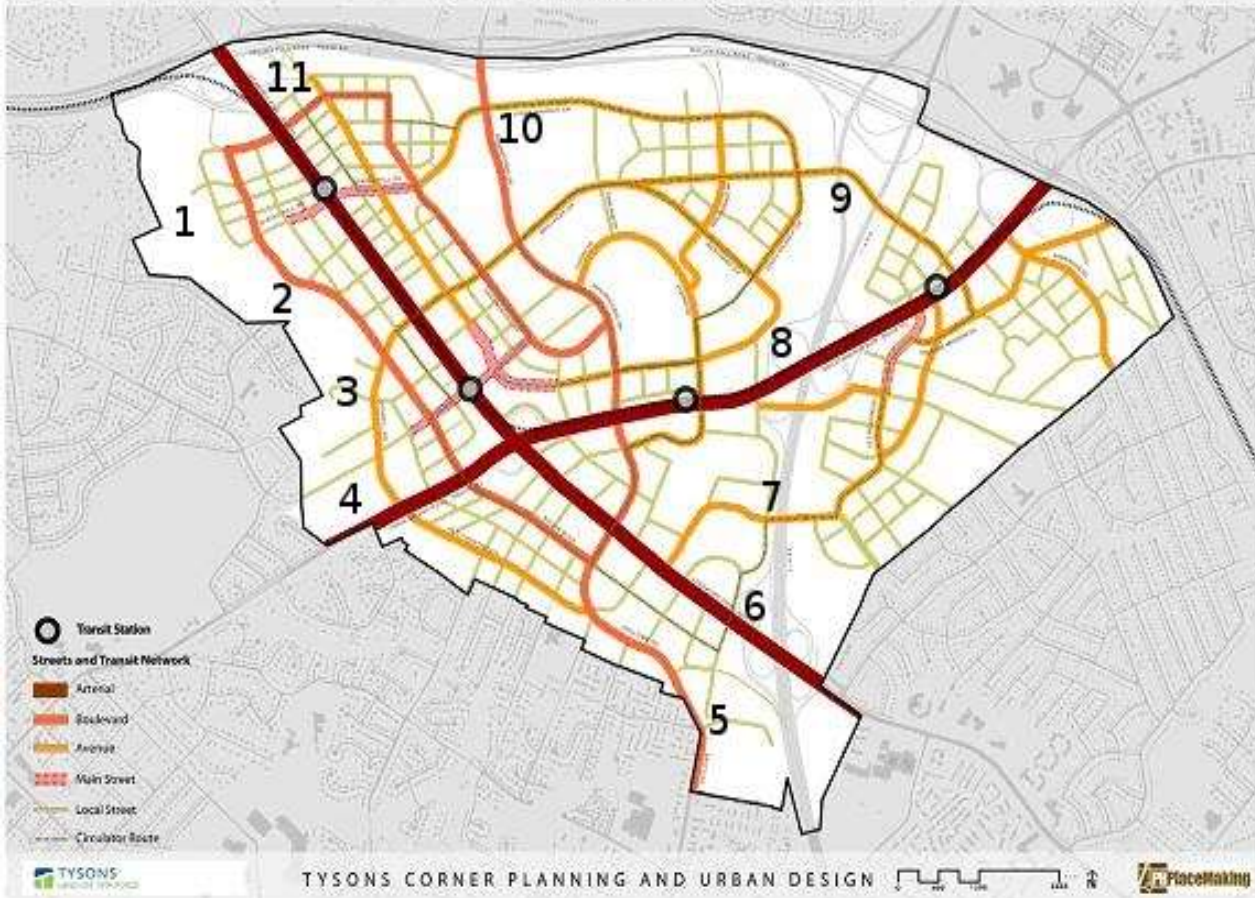


Copenhagen

Perimeter Connections

1. Ashgrove Lane/Northern Neck Drive
2. Future Trail near Vesper Street
3. Old Courthouse Road
4. Route 123 South
5. Gallows Road
6. Route 7 East
7. Proposed Beltway Bridge at Mall
8. Route 123 North
9. Proposed Beltway Bridge at Scotts Crossing
10. International Drive at Spring Hill Road
11. Route 7 West

Tyson's Area Street Network





Ashgrove Lane



Old Courthouse Rd



Rt 123 & Old Courthouse Rd



Gallows Rd & Old Courthouse Rd



Route 7 east



Route 123 north



International Dr



Route 7 West

The Bicycle User

- **Group A-** Advanced or experienced cyclists who use the existing roads as they would a motor vehicle.
- **Group B** – Basic or less confident cyclists who prefer to ride on low-traffic neighborhood street and designated bike facilities. This is the majority of existing and potential cyclists.
- **Group C** – Children riding with or without parents. They ride on shared-use trails or low volume residential streets.

Bike facility types

- **On Road**
 - **Bike lanes**
 - 5 feet wide adjacent to parking
 - 4 feet wide minimum without curb and gutter
 - 3 feet wide minimum with curb and gutter
 - **Wide curb lanes** – 14 feet wide
 - **Paved shoulders** – 4 feet wide
 - **Urban side streets** – Various widths
- **Off Road**
 - **Major paved trails** – 10 feet wide

Proposed Street Grid

- **Streets in proposed grid of streets will be bike-friendly**
 - Urban streets with low speed limit
 - Design speed should be close to speed limit
 - Traffic calming measures should be used
 - Bicycles travel in lanes with traffic, preferably with wider outside lanes (12-14 feet)

Proposed Bike Lanes

- Route 7
- Route 123
- Boone Boulevard
- Greensboro Drive
- Tyco Road/Westwood Center Drive
- Spring Hill Road/Jones Branch Drive
- Old Courthouse Drive/Gosnell Road/Westpark Drive
- Gallows Road/International Drive
- Beltway Bridge at Mall/Old Meadow Road
- Beltway Bridge/Scotts Crossing RoadTysons Boulevard
- Galleria Drive
- Westpark Bridge

End of Trip Facilities

- Bicycle Parking (Public)
 - Covered, convenient parking at the future Metro stations
 - Short-term bike parking along local streets for stores and offices
 - Well-located inverted U racks at buildings, in neighborhoods and local parks





End of Trip Facilities

- Bicycle Facilities (Private)
 - Long- and short-term parking at all residential, commercial, and retail locations
 - Covered, secure, easily accessible long-term parking in convenient locations for employees and residents
 - Shower and changing facilities for employees who commute by bicycle.



EPA Bike Room entrance



EPA Bike Room

End of Trip Facilities

- **Bicycle Parking Facility Guidelines**
 - County developing guidelines
 - Based on Arlington County Bicycle Storage Facility Requirements

Office Facilities

- **Office Bicycle Storage Facilities**
 - One (1) employee bicycle parking space for every 7,500 square feet of office floor area and
 - one (1) additional such visitor space for every 20,000 square feet of office floor area.

Residential Facilities

- **Residential Bicycle Storage Facilities**
 - One (1) resident bicycle parking space for every three (3) residential units of residential units and
 - One (1) visitor space for every 50 residential units of residential units.

Retail Facilities

- **Retail Bicycle Storage Facilities**

- One (1) additional retail visitor/customer space for every 12,500 square feet of additional retail floor area
- Two (2) retail visitor/customer bicycle parking spaces for every 10,000 square feet of the first 50,000 square feet of retail floor area
- One (1) additional retail employee space for every 25,000 square feet of retail floor area.

Bike Station

- A new centrally-located easily-accessible bike station providing:
 - Short-term parking and changing facilities
 - Bicycle repair service
 - Short-term rentals









GIANT
BICYCLES
for the riders.

Rental Rates

Model	Road
\$49	\$59
100 mi & helmet	100 mi & helmet
\$49	\$59
100 mi & helmet	100 mi & helmet

Membership Packages Available

Bronze Rider

\$30 annual membership
The package includes:

- Safety & Tire Checks with parking
- One FREE Minor Tune-up
- Bike Rack 1-visit
- Water Bottle & Bike Rack Patch kit

Silver Rider

\$75 annual membership
The package includes:

- Safety & Tire Checks with parking
- Drivetrain lube with parking
- One FREE Major Tune-up
- One FREE Magic Tune-up
- Funnel, water bottle & patch kit

Bike parking is FREE everyday

Gold Rider

\$150 annual membership
The package includes:

- Safety & Tire Checks with parking
- Drivetrain lube with parking
- One FREE Complete Overhaul
- Monthly Mirror Tune-ups
- Free Gear Storage with parking
- 10% off all parts & accessories
- 10% off all Rental Fees
- T-shirt, water bottle & patch kit

Bike Sharing

- Used for short-term local trips
- Funded by advertising
- Inexpensive to encourage use
- Implemented in many cities and rapidly expanding worldwide
 - Paris Velib: 20,000 bicycles and 1,450 stations
 - Lyon Velo'V: 4,000 bicycles and 340 stations
 - DC SmartBike: 120 bicycles and 10 stations
 - London: Plans for 6,000 bikes at 400 stations.





Implementation

- Incorporate Bike Plan text into Comprehensive Plan and Transportation Plan
- TDM measures
 - Cash and tax incentives
 - Long and short term bike parking
 - Encouragement programs: bike to work events, bike commuting seminars
 - Bike maps
 - Centrally located bike station

Community Involvement

- **Public information meetings and outreach**
 - Broaden understanding of the goals
 - Solicit comments
 - Ensure acceptance of the bicycle plan

Community Involvement

- **Tysons Bicycle Advisory Committee**
 - Review development plans
 - Ensure that the bicycle plan goals are included in planning and land development decisions.

Conclusions

- People of all ages will bicycle if they are provided safe, convenient facilities including bike routes, bike parking, and other amenities
- Now is the time to change the way people navigate within and to Tysons