

Report of the Transportation Committee for November 2, 2005

At its regular meeting on Tuesday, October 18, 2005, the MCA Transportation Committee considered three items.

1. Georgetown Pike. The Committee strongly recommends adoption by the MCA Board of its resolution to prohibit through trucks on Georgetown Pike between the Beltway and the Old Dominion Road intersection. A recent nearly fatal accident has underscored the importance of this action. The Committee determined that we could proceed under Virginia Code Section 46.2-809 before the Fairfax County Board of Supervisors and VDOT. The Committee addressed the fact that 11 years ago (in Virginia Senate Document 47), VDOT claimed it could not legally prohibit through-truck traffic on the Road. But subsequently the state statute was amended to provide greater flexibility in protecting the public from inappropriate use of through trucks.

2. Possible BRT on the Beltway. The Committee received a presentation by Bill Vincent of the Bus Rapid Transit Policy Center regarding the possibility of using bus rapid transit on the Beltway hot lanes. "BRT" refers to a collection of improvements to traditional bus services through various combinations of congestion-free lanes, real-time passenger information systems, fare collection and boarding systems and integration of station and system design.

In October 2003, Fluor made a proposal for Hot Lanes on the Beltway under the Virginia Public-Private Transportation Act, which was commented upon by the MCA. The proposal provided for free use of the Hot lanes by buses. On January 20, 2005, the Commonwealth Transportation Board passed a resolution approving the 12-Lane High Occupancy Toll (HOT) concept as the preferred Beltway alternative. In April, 2005, the State signed a comprehensive agreement with Fluor.

The presentation explored some BRT alternatives. A dedicated lane is what provides the greatest benefit from BRT, and so Mr. Vincent suggested the possibility of changing the 12-lane configuration already approved by Virginia to a ten-lane configuration for other uses plus two dedicated lanes for BRT. But even if that alternative is no longer available, it would be possible to use BRT for conventional express service on shared lanes but provide BRT enhancements for the portion of service off the Beltway.

3. Possible New Spring Hill Road Bus Stop Paul Wieland made a presentation with respect to the McLean the Hamlet Dulles Road-Spring Hill Road bus stop controversy. The Hamlet has requested a stop for westbound 425 and 427 buses from the West Falls Church Metro station on the Dulles Toll Road westbound off ramp at Spring Hill Road. VDOT expressed traffic concerns, but the Hamlet seeks reconsideration particularly in view of the lack of a sidewalk between the existing Tysons-West Park Transit Station and the westbound off-ramp.

On November 29, 2005, the Transportation Committee will participate in a joint meeting with the Planning and Zoning Committee on proposed changes to the Tysons Corner Center.

Submitted by Bill Byrnes,
Chairman