



PUBLIC COMMENT SUMMARY REPORT
Public Information Meeting
Route 7 Corridor Improvements Project
From Reston Avenue to Jarrett Valley Drive
State Project: 0007-029-128 / Federal Project: DEMO-5A01(439)/ UPC: 52328

On September 24, 2015 from 6:00-8:30 pm at the Forestville Elementary School in Great Falls, the Virginia Department of Transportation (VDOT) held a public information meeting to inform the public and to seek input on plans to improve Route 7 from Reston Avenue to Jarrett Valley Drive. The proposed project includes the widening of Route 7 from four to six lanes, intersection improvements, and adding 10 foot wide shared-use paths on both sides of the road. Concept plans for the corridor, organized into eight segments, were displayed and presented for public input.

Approximately 175 people attended including Delegate Kathleen Murphy and Supervisor John Foust. 65 people provided written comments at the meeting, via mail, email, and through the website.

The project team will continue to solicit comments from the public at upcoming community and HOA meetings and will include commonly asked questions and Response on www.ConnectRoute7.org, under *Frequently Asked Questions*. In addition, comments and questions can be posted on the website's project discussion board, or submitted through the online form under *Provide Input*, or emailed to ConnectRoute7@vdot.virginia.gov.

Please note that the following comments have been condensed and edited for clarity and categorization purposes. Comments that refer to specific residential properties have been removed to protect the privacy of the commenter, and responses will be provided separately on an individual basis.

SUMMARY OF COMMENTS AND RESPONSE

1. BICYCLISTS & PEDESTRIANS

Comments were received both in support of and against providing the 10 foot shared-use path on both sides of Route 7 for bicyclist and pedestrian access as part of the Route 7 Corridor Improvements Project.

Comments Received:

- Happy to have a ten foot proposed walkway on the 2 phases of the Route 7 Corridor Improvements. This bikeway or walk way is what is needed all over the Commonwealth.
- It is important to build the shared use path on both sides, continuous to Tyson's Metro.
- It is critical to have it shared use path on both sides continued to Tyson's Metro Station.
- Get this project moving and widen the road. Why is there such an emphasis on bicyclists and pedestrians? In the 22 years that I have lived in my house and driven down Route 7 to Tysons Corner and I have not seen one cyclist on the road. If it does not add much time or effort to the project then that is fine, but there are no bike lanes to the east towards Tysons and Loudoun to the west.
- Why waste 20 feet for "shared use paths" when we have a traffic problem not a bike or sidewalk capacity problem. While it may look good on a Comprehensive Plan to have these bike paths all over the county, having such paths adjacent to a major secondary road with little room for lane widening is counterproductive. Again, there is a TRAFFIC problem not a bike congestion problem. If we must have bike paths to say we are "environmentally responsible", why not make it on ONE side of the highway and limit to 5 feet not 10? And should the additional 15-20 feet not be deemed enough for another lane, then use the space for landscaping and the county can still claim to be "green".
- Why on earth does anyone think a sidewalk is necessary along a six lane major highway? Are you encouraging people to "stroll along the side of Rt. 7"?
- I would like to see accessible pedestrian signals at all signalized intersections, especially where lead and exclusive ped phases are used or at mid-block crossings. These devices are critical to people who are blind or vision impaired to cross streets safely.
- It is important to build the shared use path on both sides, contingency to Tyson's Metro.
- It is critical to have shared use path on both sides continued to Tyson's Metro Station.

Response:

Shared-use paths are proposed on both sides of the Route 7 to be consistent with Fairfax County's Comprehensive Plan 2013 edition (for details on county's plan visit <http://www.fairfaxcounty.gov/dpz/comprehensiveplan/>). The Route 7 project team is working closely with Fairfax County to ensure that all proposed improvements are aligned with the county's bicyclist and pedestrian master plan. Shared-use paths, along with Fairfax County transit, will provide multi-modal travel options for citizens for potential commuting, as well as for recreational use, to reach their destinations primarily without the use of a vehicle.

2. TRANSIT

Comments were received expressing concern about whether transit was being considered as part of the Route 7 Corridor Improvements Project. Requests were received for weather protected bus stops and requests to relocate some and build new bus stops.

Comments Received:

- Were a busway or bus-only lanes considered for the Route 7 widening project? If not, why not?
- With Metro in Tysons Corner, the bus is more important than before. Building in better and more stops with weather protection would increase the utility of the bus and also the ridership.
- Consider relocating bus stop at Colvin Run Rd (west) near property 315. Currently there is no safe waiting area adjacent Route 7 and grass area is often over grown.
- Build traffic light at Atwood Road intersection so that pedestrians can cross the street to take bus.
- Unable to walk across street to WB bus stop. Not pedestrian friendly. Consider pedestrian signal near Atwood Road.
- Please build a bus stop on northside of the road close to Jarret Valley Dr. This would bring convenience to us.
- Add a bus stop at Jarrett Valley Dr westbound.

Response:

The Fairfax County Connector (route 574) currently serves riders from Reston to Tyson's. The Route 7 project team is actively working with Fairfax County Transit to relocate bus stops to better serve the ridership and to promote pedestrian crossings at signalized intersections. There are currently not enough riders at each stop to justify placing weather protected shelters, but Fairfax County Transit may consider reevaluating if the ridership increases along this route after the project completion. A dedicated bus lane was studied during the project's planning stage, but was not pursued due to Route 7's relatively low population density within the project limits and its low existing ridership numbers.

3. WIDENING ALTERNATIVES

A number of alternatives to the widening of Route 7 were received. These included lowering the toll at the Greenway to encourage more traffic on toll road, widening the Fairfax County Parkway between Route 7 and the Dulles Toll Road, adding a light rail network on Route 7, and replacing the one-lane bridge with two-lane bridge at Hunter Mill Road.

Comments Received:

- What is being done to maximize the Route 7 corridor's existing capability?
- I'm not sure where along the way VDOT has managed to allow private roads such as the Dulles Toll Road and the Greenway to determine the traffic landscape in this area of Northern Virginia. I am certain that many commuters who live west of the Herndon/Reston area in areas such as Ashburn and Leesburg religiously avoid the tolls, which causes VDOT to undertake expensive road widening projects such as widening Routes 7 and 28. Even those roads suffer major engineering flaws such as the intersection of Waxpool Road and Route 28, which could not handle the volume of traffic flowing into Ashburn on the day it opened.

- As an alternative to widening Route 7, VDOT should consider widening the Fairfax County Parkway between Route 7 and the Dulles Toll Road as an alternative to alleviating congestion between Loudoun County and the Tyson's Corners area. It would also provide easy access to the Metrorail stations along the Dulles Toll Road that are planned for the future. While the stretch between Route 7 and the Dulles Toll Road is extremely dysfunctional (too many traffic signals and a bizarre traffic pattern) it probably can be re-engineered to allow a reasonable flow of traffic.
- Widening Route 7 only serves to entice commuters who live west of the area to bypass toll roads and public transportation. If you make it too easy to take Route 7, you will only increase traffic and congestion beyond what your estimates predict.
- As an added bonus, VDOT should get rid of the one-lane bridge on Hunter Mill Road. It's unbelievable that it exists in the 21st century. While the reasons may be more political than environmental or engineering this is Fairfax County, where nothing is more sacred than development, history and trees aside.
- I don't think VDOT has made the case that this project will relieve congestion while at the same time minimizing the impact on communities along the Route 7. While I don't think that I alone can change the outcome, I would insist that the noise walls be constructed as part of the project from the outset and not something that occurs well after the road is widened.
- Lower toll road rates and traffic can ease on Route 7 for all the way along!
- Because of increased development west of the project reaching well into Loudoun County and even into West Virginia and the disincentive to take toll highways, I believe that the current levels of congestion will remain the same or even get worse. I believe that the 50 percent increase in capacity as a result of increasing the number of lanes in each direction from 2 to 3 will result in a 100 percent increase (doubling) in traffic by 2021. In addition, further development of the Tyson's Corners area will only lure more traffic.
- I would rather fund the right project rather than any project. We need more capacity built into the Plan so we do not find ourselves in the same situation we are today just a few years after this version of the project is scheduled to be completed.

Response:

The Route 7 Corridor Improvements Project adheres to the Fairfax County's Comprehensive Plan 2013 edition (for details on county's plan visit

<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/>). All traffic projections used for this project include future growth projections based on land use models that include zoning and future anticipated roadway improvements. All traffic signal timing at signalized intersections will be coordinated throughout the corridor to favor Route 7 traffic to allow maximum throughput. A dedicated bus lane was studied during the project's planning stage, but was not pursued due to Route 7's relatively low population density within the project limits and its low existing ridership numbers. Similarly, a light rail line would also not be supported by the existing population density. By constructing shared-use paths, crosswalks at signalized locations and relocating bus stops at safer locations, the public will have traveling options besides motor vehicles for a true multimodal corridor.

MWAA (Metropolitan Washington Airport Authority) is the governing body that controls the toll rates for the Dulles Toll Road. While VDOT coordinates closely with MWAA, the decisions regarding toll rates are made independently by MWAA.

The replacement and widening of the bridge over Difficult Run at Hunter Mill Road is currently under design: For more information, please visit:

http://www.virginiadot.org/projects/northernvirginia/hunter_mill_over_difficult_run.asp

There is also a series of planned improvements and widening to the Route 28 corridor between Route 7 and I-66. For more information, please visit: <http://www.28freeway.com/>

For more information on adjacent ongoing projects in design and construction, please visit the following website: <http://www.virginiaroads.org/Projects>

4. FUNDING & PHASING

Comments were received regarding the efficient use of project funds and frustration on the length of time traffic may be disrupted due to construction.

Comments Received:

- What is the funding source for the Route 7 Corridor Improvements project?
- Not enough, too late. Trying to do job on the cheap.
- The first phase up to Reston Avenue will be done in 2015. The next phase starts in 2016 for Route 7 and Toll Road. The 3rd phase finishes at Reston Avenue in 2022. For those of us who live near Reston Avenue, this is a long time to be with construction. We have put up with 2 years already. Now another 7 years expected. Why not just keep heading East on Route 7 so those of us at Reston Avenue can be done with all this mess sooner.

Response:

The project is currently funded through a mix of Fairfax County, state and federal funds. Additional funds, as needed, would likely come from a variety of sources. These may include the Tysons Tax District, Northern Virginia Transportation Alliance (NVTa) funding and/or the application of funds through the statewide House Bill 2 (HB2) funding mechanism. Funding availability will dictate the phasing and construction time of this project.

In our current plan, upon approval from the Commonwealth Transportation Board (CTB) after the Design Public Hearing, the Route 7 Corridor Improvements Project will be split into two segments or phases. Phase 1 would run from Jarrett Valley Drive to just west of Colvin Forest Drive. Phase 2 would begin where Phase 1 leaves off near Colvin Forest Drive and end at Reston Avenue. The current major congestion bottleneck occurs at the Route 7 near the Dulles Toll Road. After the widening of the Bridges over the Dulles Toll Road project has been completed in 2018, the next bottleneck will occur west of the Toll Road ramps. The intent is to continue to improve Route 7 from the eastern limits at the Toll Road to the west.

5. SOUND BARRIER WALL

Comments were received expressing concern that the Route 7 Corridor Improvements Project will worsen the noise due to a higher volume of traffic. The construction of sound barrier walls throughout the corridor was requested by the majority of the residential neighborhoods along Route 7 to mitigate additional noise created by the projected increase in future year traffic.

Comments Received:

- I live along the section between Reston Avenue and Reston Parkway on the south side of Route 7. My primary concern is the noise levels that will increase as a result of the widening. While it was promised that construction of noise walls would be considered after the environmental impact assessment, I would prefer that noise walls be included in any estimate of the project cost and construction schedule. I reviewed the presentation of the “to be” traffic conditions and observed that it was an extremely optimistic view of the future. The presentation did not present facts such as the current level of traffic and the projections once the project is complete. Because of increased development west of the project reaching well into Loudoun County and even into West Virginia and the disincentive to take toll highways, I believe that the current levels of congestion will remain the same or even get worse. I believe that the 50 percent increase in capacity as a result of increasing the number of lanes in each direction from 2 to 3 will result in a 100 percent) increase (doubling) in traffic by 2021. In addition, further development of the Tyson’s Corners area will only lure more traffic.
- Please consider sound barriers
- Southeast quadrant going past Baron Cameron toward Tysons. The noise and vibrations from Route 7 are awful already. We cannot use our deck. I am unable to sleep with the road noise on many nights. Please move the road towards the grave yard/cemetery.
- My neighbors and I need a robust noise abatement wall - especially adjacent to the catchment basin adjoining Route 7. It is already quite noisy with only 4 lanes of traffic.
- Please consider Sound Barriers if possible. We already have noise issue right now cross from our property on the other side of road. There are lots of rooms to shift the road.
- Sound abatement wall
- Build a sound barrier
- Must provide a sound barrier to prevent a) physical protection to property, b) sound pollution, c) air quality protection. Concern is loss of property value if physical barrier not provided.
- Sound concerns - need sound barrier wall to prevent physical risk to dwelling (car accidents) and air quality concerns.
- We strongly suggest to build sound walls along the new road, as most of the properties are residential buildings along Route 7
- Need sound wall!!! Too noisy with 55 mph speed limit and increased traffic volume on to Atwood Road.
- Sound wall is needed! If not compensation is needed for value depreciation (and lower quality of life).
- We need to have a sound block wall built!!! The properties in my road section are too close to the expanded Route 7. With traffic volume doubles and high speed limits, the

traffic noise will not be tolerable! In addition, a sound block wall will prevent strangers walking along the road and invade the property.

- Please build a sound barrier wall all the way from Jarrett Valley Dr to Wolf Trap Rd. This can significantly reduce noises; bring quietness to resident's daily life.
- With the expanded lanes, request to build a sound wall to reduce noise.
- Our property is part of the McLean Hundred development and is located just north of Route 7 directly across from the McLean Bible Church. The current project plan will place all of this traffic in very close proximity to our property. For us, this will negatively impact the value of our house and property; the noise (and light at night) from not only the construction, but the constant traffic flow will be considerable.

Response:

Noise walls are constructed for sound attenuation only, and will not affect air quality, protect physical structures, nor prevent access to private property. As part of the Environmental Assessment required by Federal Highway Administration (FHWA), the project team is currently evaluating potential affects that the proposed improvements would have on noise for the properties along Route 7. A Public Information Meeting is currently being planned for June 2016 where the public will be able to review and comment on the potential locations of new sound barrier walls as identified through our preliminary noise study.

Please note that eligibility for new sound barrier walls is based on federal and state criteria that determine whether a property is considered impacted by future noise levels as projected to 2040, the project design year, and whether a sound barrier wall is reasonable and feasible. We encourage you to learn more about the evaluation process by viewing the video at the following link: <http://www.virginiadot.org/projects/pr-noise-walls-about.asp>

6. LANDSCAPING

Requests were received on potential landscaping impacts along Route 7 project.

Comments Received:

- Can you let me know how GFCA can comment on the types of trees and shrubs you plan to use along Rt. 7 after the construction?
- Please try to stay off of my trees, spent lots of money and time on these trees and our deck.
- Reforestation of damaged trees

Response:

Landscaping impacts will be minimized whenever possible. Property owners will be compensated for landscape impacts that are not avoidable. This will be negotiated with each individual property owner as part of the VDOT right of way acquisition process. The final right of way impacts will be determined by 2017. Under the current schedule, VDOT right of way agents will initiate contact beginning in the spring of 2017 for Phase 1 and spring of 2018 for Phase 2. If you would like to learn more about VDOT's right of way acquisition process, please visit the following link:

http://www.virginiadot.org/business/resources/Right_of_way/A_Guide_for_Property_Owners_and_Tenants.pdf.

7. ENVIRONMENTAL/CULTURAL RESOURCES

Comments were received expressing concern regarding potential damage to floodplain areas between Reston Avenue and Reston Parkway; protection of a memorial at Saint Athanasius Church; and potential impacts to a Native American Historic site located on private property. Also, a request was received for a second pedestrian access beneath Route 7 for the Colvin Run Mill area so visitors may more conveniently access both sides of the park. Concerns were raised regarding how effluent from an existing septic tank disposal site will affect flooding near Colvin Run area.

Comments Received:

- I believe that the current construction that terminates near Reston Avenue is damaging the flood plain area between Reston Avenue and the pond on Reston Parkway between Route 7 and Round Pebble Way (please investigate).
- Saint Athanasius Church has entrance/exit from our church parking lot, which is not shown on the display. This entrance comes off Route 7. It is our only legal access. It needs to be taken into consideration. The entrance/exit goes from the northeast corner of our property. There is also a shrine on the south east corner of our property that we would request be left undisturbed.
- Many people are interested in walkway between Colvin Run Mill and opposite side of Route 7 so visitors can have access to entire property.
- Colvin Run Crossing includes a Northern Run Passage and a Southern Run Passage. I would like to see an underground passage so visitors can fully experience the historic mill.
- Concerned about how the sewage treatment dump just off Colvin Run affects the amount water planned for the flood stage of Colvin Run.
- What is the impact of plan to move stream Colvin Run/Difficult Run and discharge from water treatment plan?

Response:

The Route 7 project team is currently coordinating with the Fairfax County Park Authority (FCPA), Corps of Engineers (COE), Virginia Department of Environmental Quality (DEQ), and the Environmental Protection Agency (EPA) on the proposed relocation of Colvin Run. The project's general approach to wetland and stream impacts is to minimize and avoid impacts as much as it is feasible. Historic property impacts will be studied as part of the Environmental Assessment required by Federal Highway Administration (FHWA). The public will be invited to review and comment on the findings from this study a minimum of 30 days before the Public Hearing Meeting in late 2016.

VDOT and FCPA are actively working towards a design for a pedestrian underpass to connect the north and south portions of the historic Colvin Run Mill property. However, this design is contingent on approval from environmental regulators due to the wetland and historic resource impacts.

As per environmental regulations, this project will not be modifying the existing floodplains of Colvin Run and Difficult Run. The sewage receiving site will be unchanged as the existing condition will be maintained. Fairfax County has an ongoing study for the relocation of this septic facility. We will continue to coordinate with Fairfax County as their study progresses.

8. STORMWATER MANAGEMENT

Comments were received regarding the locations of the proposed stormwater management ponds and potential flooding.

Comments Received:

- Can you please have the storm water management/drainage engineers look at relocating pond number 1 to the east of its current planned location so that it will be further away from the houses on McCue Court in the Hawthorne subdivision off of Bowen Avenue & Utterback Store Road. There appears to be plenty of HOA land available to accommodate such relocation.
- Due to storm water pond being constructed next to our house, will flooding be a concern?
- I still have concerns about water runoff and the Singh development impact.

Response:

Each Stormwater Management facility situation is unique. Locations are selected at existing outfalls and low points in topography. All SWM facilities are designed and located to minimize impacts to existing wetlands, streams, and private properties, while meeting Federal and State environmental regulations as well as being conscientious to cost of construction and maintenance. For more information on VDOT's general approach to SWM design please view the following video:

http://virginiadot.org/programs/stormwater_management.asp

A Public Information Meeting is planned for June 2016 where the public will be able to review and discuss the current stormwater management design.

9. TRAFFIC ENGINEERING

Comments were received regarding lowering the speed limit along the Route 7 corridor and adding signals at currently unsignalized intersections.

Comments Received:

- At Forestville Drive, move the road towards the Fire Station. Lower the elevation of road and build retaining walls. Reduce speed to 40 miles per hour.
- We suggest reducing the speed limits to 40 miles per hour. Build a traffic light at Atwood Road intersection so that pedestrians can cross the street to take bus.
- A current speed limit 55 miles per hour is too high for a suburban road, too dangerous for pedestrian and too noisy, especially with heavy trucks.
- Reduce speed limit! 55 miles per hour is ridiculous - very dangerous for people.

Response:

Route 7 is classified as a regional principal arterial roadway based on Federal Functional Classification criteria. The posted speed limit of 55 mph is consistent with other similarly classified roadways in Northern Virginia such as Route 28, north of Route 66, and Route 50, west of Chantilly. The length of the posted speed limit transition from 55 mph to 45 mph from the intersections of Wolftrap Run Road to Jarret Valley Drive is also within the typical range for corridors of similar characteristics.

The Route 7 Corridor Safety Study completed in 2013 showed that drivers' operating speeds during free-flow conditions often exceeded the posted speed limits. Many people assume that reducing the posted speed limit will cause speeding motorists to slow down, but studies have shown that motorists tend to drive at the speed they perceive appropriate for the conditions of the roadway. When determining speed limits, engineers attempt to set a realistic limit that the majority of drivers will obey and that can be reasonably enforced. One of the recommendations from the safety report is for local police to increase regular speed enforcement on the study corridor and whenever possible to implement education-related activities. For more information, Please visit the following link: <http://www.virginiadot.org/info/faq-speedlimits.asp>

In order to add a signal anywhere in the corridor, an intersection must be studied to determine if it meets the warrants for a signal as outlined in FHWA's Manual on Uniform Traffic Control Devices (MUTCD - <http://mutcd.fhwa.dot.gov/htm/2009/part4/part4c.htm>). The design team has evaluated all of Route 7's intersections within the project corridor and determined that none of the current unsignalized intersections meet the warrants for a traffic signal. All existing signalized intersections will remain signalized.

10. ACCESS MANAGEMENT

Comments were received regarding providing access to and from Route 7, elimination of median openings, and new intersection designs.

Comments Received:

- Get this project moving and widen the road. The real issue is the traffic lights need to be removed and intersections added to key spots.
- The new changes will inhibit business for my company. Taking away an entrance/ exit for my business makes it harder for customers to exit or enter my business. It has taken away any extra space that is needed for my business. Please re-consider design at this intersection (Baron Cameron)
- Elimination of the median opening that allows westbound customers to enter Wolf Trap Nursery will make it difficult for them to enter the nursery. Similarly many of our deliveries arrive by tractor trailer, and for them to maneuver a U-turn further down the road could not only be difficult, but dangerous. Customers leaving Wolftrap and wanting to go west will have to travel 1 mile out of their way (1/2 mile in each direction) to go up to Towlston, make a U-turn, and come back. Making it difficult for customers to enter and exit Wolf Trap Nursery will likely result in a significant loss of business, negatively impacting the livelihood of all of Wolftrap employees.
- Saint Athanasius Church has entrance/exit from our church parking lot, which is not shown on the display. This entrance comes off Route 7. It is our only legal access. It needs to be taken into consideration. The entrance/exit goes from the northeast corner of

our property. There is also a shrine on the south east corner of our property that we would request be left undisturbed.

Response:

Access Management is a strategy used to enable access to land uses while maintaining roadway safety and mobility by controlling access location, design, spacing and traffic operations. Through its application, we increase the corridor's safety by reducing the number and severity of crashes, while at the same time providing efficient service to through-traffic movements. The Route 7 Corridor Improvements Project is employing Federal Highway Administration (FHWA) recommended innovative access management strategies such as Median U-turns, otherwise known as a "Michigan-Left," at unsignalized intersections and closing off median crossovers to relieve congestion. For more information please visit: http://www.michigan.gov/mdot/0,4616,7-151-9615_44557-161777--,00.html

In addition to reviewing the above mentioned comments, we are meeting with homeowners, churches and business owners to better understand their issues and find a way to accommodate their requests while maintaining the project's overall goals.

11. SPECIFIC COMMUNITY OR PROPERTY REQUESTS

The following community or property specific comments were received regarding the proposed Route 7 Corridor Improvements Project.

- **BISHOPSGATE WAY**

- As the president of Piney Run Meadow neighborhood, in addition to comments we have provided earlier, we are concerned about access at Bishopsgate Way and Route 7.

According to the proposed plan:

- Neighborhood traffic on the north side of Route 7 between Baron Cameron and Bishopsgate Way to travel eastbound: U turn at Bishopsgate Way or Utterback Store Road Signal
- Other traffic coming from the east to enter neighborhoods or properties on the south side of Route 7 between Baron Cameron and Bishopsgate way: U turn at Bishopsgate way or Utterback store road signal.
- Next to Markell Court on the east side (10819 Leesburg Pike), a developer has a proposal pending for a Special Exception to R1 Zoning to develop this property into a 134-bed assisted living complex. Our understanding is that VDOT has turned down their request for direct access for westbound traffic. This will require westbound traffic U turn at Bishopsgate Way or the Utterback Store Road signal.

Bishopsgate Way provides three neighborhoods (Ascot, Brandermill, and Piney Run) with access to Route 7. These neighborhoods contain a total of over 120 homes. Bishopsgate Way is the ONLY road through which cars can enter and exit these neighborhoods.

With significant traffic coming to Bishopsgate Way, we deliver even with the break in traffic from the signal at Utterback Store Road we will have an extremely difficult time not only right turning onto Route 7 once all U turns are complete, but we then have to cross three lanes of traffic in a short span to make a U turn at Amanda Court to travel westbound.

Therefore, we petition VDOT to ease this situation by having all traffic U turn at the Utterback Store Road signal and not allowing a U turn at Bishopsgate Way.

Response:

VDOT reviewed the possible elimination of the U-turn at Bishopsgate Way and found that there are no safety issues with allowing this movement. Based on comments received from the neighborhoods from Riva Ridge Dr, Amanda Dr and Great Passage Blvd, prohibiting U-turns at Bishopsgate Way would add an undesirable amount of additional travel time and distance to reach eastbound Route 7. They oppose the U-turn prohibition.

Westbound vehicles will have an option of making a U-turn at Bishopsgate Way or at the signalized intersection at Utterback Store Road to access eastbound Route 7. Once the project has been completed, there will be frequent gaps available at both intersections to allow sufficient time for U-turns.

• **BARON CAMERON ROAD**

- Very concerned about Baron Cameron and Route 7 intersections. How will the flyover affect value of homes at that intersection? Please explain access to Sunoco station and car wash from local neighborhood. Please reconsider stop light for eastbound lanes.
- I would like to express my concern regarding the current proposal for the Route 7 Corridor Improvements Project as it relates to the intersection of Route 7 and Baron Cameron Ave. We currently have a car wash (Three Ceas) operating at that intersection just south of Route 7. Should development proceed as proposed the impact will be hugely detrimental to our business, therefore we would like to engage VDOT in further discussions in order to find a practical solution. Currently there is an access road that runs parallel with Route 7 that is connected to Crippen Vale Court. Customers currently use this road to enter into and exit from the car wash. The proposal suggests closing off access to Crippen Vale Court and converting the access road into an exit lane for Route 7 traffic onto Baron Cameron Ave. Should this occur, then entry and exit from the car wash will be severely hampered. Customers will be forced to enter solely from Baron Cameron Avenue and exit through the Sunoco gas station back onto Baron Cameron Ave. Furthermore, the access road is also used for overflow during peak business hours but again should this area become unavailable to us we will be severely limited in our ability to service our customers. Another concern we have is the difficulty for northbound customers on Baron Cameron Ave. to enter into our business. The current solution is for customers to make a left turn on Hunter Gate Way and then onto Crippen Vale Court but if that road were to become inaccessible, customers will be forced to drive past Route 7, make a U-Turn where available, and then travel back south to the entrance. This will of course be a huge inconvenience for our customers and will therefore materially diminish their ability to access our car wash.

- We currently run a Farm Market on Baron Cameron Ave. near the intersection with Route 7 and have a few concerns with the upcoming Route 7 improvements project. At the meeting we were shown proposals of the development and it looks like it will make it difficult for our customers to access the entrance to the Reston Farm Market. Of particular interest is the closing of Crippen Vale Court and how it will affect traffic flow into and out of our business. We would very much like to participate in more discussions regarding VDOT's plans for this intersection.

Response:

There is ongoing coordination between the Route 7 project team with the businesses surrounding Baron Cameron and the Great Falls Crossing HOA to explore alternatives for access at this partial interchange. Please contact the Great Falls Crossing HOA for the next community meeting if you would like to participate in the discussions.

• **DELTA GLEN/COLVIN RUN (WEST)**

- This intersection needs to be returned to a full service intersection where people coming from Great Falls can cross Hwy 7 onto Delta Glen. At present you have to turn right on Hwy 7 and turn around and then turn right onto Delta Glen but the turnaround is scheduled to be eliminated! You need to be able to cross Hwy 7 from Colvin Run to Delta Glen road.
- Very concerned about traffic flow, directional capabilities. We need this intersection to be changed so traffic can cross Route 7 from Colvin Run Road and make left turn (As it always was before this intersection was "improved" and the lights were added). We live on a street that runs off of Colvin Forest Drive. We do not want to have to go all the way to Baron Cameron to turn around to come back to our neighborhood & our home when returning from business in Great Falls Village Center. Also very concerned about Fire Trucks and other emergency vehicle access to our homes.
- What about fire trucks coming from Great Falls?
 1. Priority is ability to cross Rt. 7 into the neighborhood when traveling south on Colvin Run Road. Lots of traffic from Great Falls. Makes sense to allow traffic to go straight through the intersection on to Delta Glen or turn left. Now that median cut through is going away.
 2. Need to re-calibrate left turn light for westbound traffic, to allow easier/more frequent turns onto Delta Glen or U-turns. Particularly at night. If eastbound traffic is turning, why cannot west bound go at the same time?

Response:

After receiving the community's comments/requests, the Route 7 project team studied the traffic data and determined restoring full movements to Delta Glen/Colvin Run Road would be acceptable and not unduly delay traffic movements on Route 7. The design has been updated to show this new condition and will be available for viewing at the upcoming Public Information Meeting in June.

As related to signal timings throughout the corridor, all timings will be calibrated to accommodate opening year traffic conditions upon completion of construction. During

construction, some signal timings may be modified to address temporary lane and/or intersection modifications.

- **COLVIN RUN MILL PARK**

- Many interested in walkway between Colvin Run Mill & opposite side of Rt. 7 so visitors can have access to entire property.
- Colvin Run Crossing includes a Northern Run Passage and a Southern Run Passage. I would like to see an underground passage so visitors can fully experience the historic mill.
- Concerned about how the sewage treatment dump just off Colvin Run affects the amount water planned for the flood stage of Colvin Run.

Response:

VDOT and Fairfax County Park Authority are actively working towards our design for the pedestrian underpass to connect the north and south portions of the historic Colvin Run Mill property. We have presented a feasible tunnel design in terms of roadway geometry and hydraulics to a representative from FCPA during our last Working Group session. However, this design is contingent on approval from environmental regulators such as the Army Corps of Engineers and the Department of Environmental Quality due to the wetland and historic resource impacts. We're in the process of coordinating with the regulators and working on resolving their concerns.

- **COLVIN RUN ROAD (EAST)**

- Consider relocating bus stop @ Colvin Run Rd (west) near property 315 [Colvin Run Rd]. Currently there is no safe waiting area adjacent Route 7 & grass area often over grown.

Response:

The Route 7 project team is actively working with Fairfax County Transit Services to relocate bus stops, when needed, to better serve ridership and promote pedestrian crossings at signalized intersections.

- **ATWOOD ROAD**

- Please remove right turn lane on eastbound onto Atwood Road as its utility too low (only 1 car per hour). Consider forbidding right turn.
- We suggest reducing the speed limits to 40 miles per hour. Build a traffic light at Atwood Road intersection so that pedestrians can cross the street to take bus.

Response:

This project does not plan to remove any existing right turn lanes. Right turn lanes allow slower moving turning vehicles to move out of the higher speed through lanes which improves safety and reduces collisions. Please see the response to item 9 above about the posted speed limit.

In order to add a signal anywhere in the corridor, an intersection must be studied to determine if it meets the warrants for a signal as outlined in FHWA's Manual on Uniform Traffic Control Devices (MUTCD). The design team has evaluated all of Route 7's

intersections within the project corridor and determined that none of the current unsignalized intersections meet the warrants for a traffic signal. All existing signalized intersections will remain signalized.

- **WOLF DEN/COVENTRY SPRINGS**

- We are expected to enter Route 7 leading to Tysons with no light or over a merging lane - a recipe for an accident
- Coming from Tysons: we have to cross 3 lanes when turning left on to the estate.
- We need a traffic light or some other device to enter or exit the estate
- We need a traffic light at the intersection otherwise we cannot get across to our lane safely to return home or to travel towards Tyson's corner. It is far too dangerous!
- Proposed eastbound Route 7 access via left turn onto service road and their right turn on to Rt. 7 from Lucky Estates Rd seems reasonable and safe. However, the plan for westbound route access seems neither reasonable nor safe. Access via Bi-directional service road in front of McLean Bible Church to get to New Lewinsville traffic signal to make the left turn is much better.
- Three options were discussed:
 - Currently Proposed by Coventry Springs HOA - Extending service roads at Lucky Estates along Route 7 to Trap Road.
 - New Option - Punching through cul-de-sac at Lucky Estates at Western vacant lot directly west to Trap Road.
 - New Option - Converting path from Riesel Ln and Hidden Hill to Trap Road into a narrow cross road
- Have you considered left turns out of Wolf Trap? The interchange at Springvale Road looks like it will solve a bottleneck of eastbound traffic versus Reston/Dulles traffic. Does not serve about left turns at Colvin Run en Route Tysons. It does not seem to have changed anything.
- The answer to the problem of the wolf trap Run Road- Rt7 intersection is simple - Give us a traffic light! Forget this expensive and dangerous experiment with displaced left turns. Save yourselves millions of dollars and lot of useless construction. The present plan will make getting in and out of our neighborhood not only more inconvenient but much more dangerous. How on earth can all these added U-turn be safer than a traffic light? Nobody was able to answer that question at the meeting
- Recommend that a traffic light be put at the intersection of Wolf Trap Run Road and Route 7. This would reduce construction costs and hazards inherent in the current proposal.

Response:

There is ongoing coordination between the Route 7 project team, the communities currently accessing Route 7 via Wolf Trap Run Rd, and the McLean Bible Church to address the concerns raised by these neighborhoods. A new option agreed upon by community representatives and elected officials will be available for viewing at the upcoming Public Information Meeting in June.

- **LEWINSVILLE ROAD**

- Improve the design on Lewinsville intersection. It is now very difficult to make left from eastbound Route 7 to Lewinsville Road.
- Need to figure out how to relieve congestion near Lewinsville and Route 7 Intersection
- I think the displaced left is a bad decision. If there is an accident in those lanes, there is no way to get that traffic out and on its way.
- The Lewinsville turn lane works very well now except when church lets out.

Responses:

The lanes for the displaced left intersection at Lewinsville will be constructed wide enough to accommodate emergency access as well as provide for bypassing disabled vehicles.

A new option related to Lewinsville Rd/McLean Bible Church access agreed upon by community representatives and elected officials will be available for viewing at the upcoming Public Information Meeting in June.

- **JARRETT VALLEY DRIVE**

- No U-turn at the intersection (of Jarrett Valley Drive) for westbound traffic. Almost 90% of the westbound traffic in left turn lane makes U turn to go to the east on Route 7 to save toll charges.
- A U-turn at the intersection of Rt. 7 west & Jarret Valley Drive should not be allowed. It jams the traffic for those who like to take left turn
- Westbound traffic light on the crossing of Jarrett Valley Drive and Route 7, No U turn should be allowed. 90% people make U turn to save toll. No U -turn at the intersection.

Response:

There are no safety issues with allowing U-turns from westbound Route 7 to eastbound Route 7 at Jarrett Valley Drive. VDOT has reviewed the possible elimination of this U-turn with the Route 7 project over the Dulles Toll Road and Airport Access Highway, but the community along Jarrett Valley Drive was concerned that it would encourage vehicles to turn in to Jarrett Valley Drive and make U-turns within their neighborhood, so the elimination of the U-turn was no longer pursued.