

APPENDIX A – PUBLIC MEETING MATERIALS

A-1 – A-18

June 2016 Public Meeting Presentation Slides

A-19 – A-27

June 2016 Public Meeting Information Boards
(repurposed for November 2016 meetings)

A-28 – A-51

Summary of public comments received during and after the June 2016 meetings with corresponding responses

A-52 – A-71

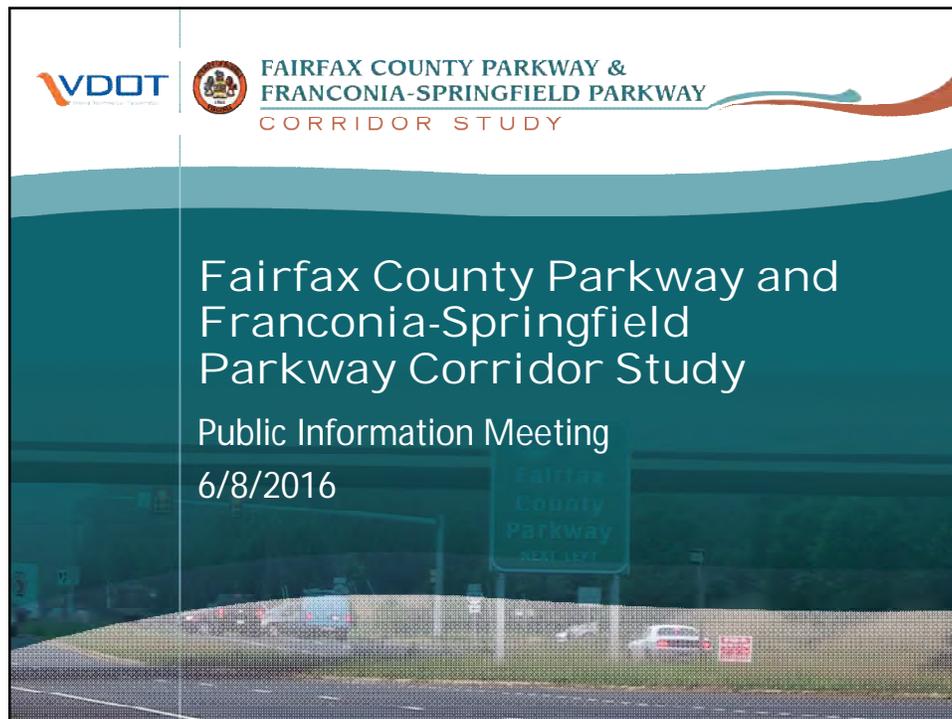
November 2016 Public Meeting Presentation Slides –
Existing Conditions Study

A-72 – A-77

November 2016 Public Meeting Presentation Slides –
Long-Term Study

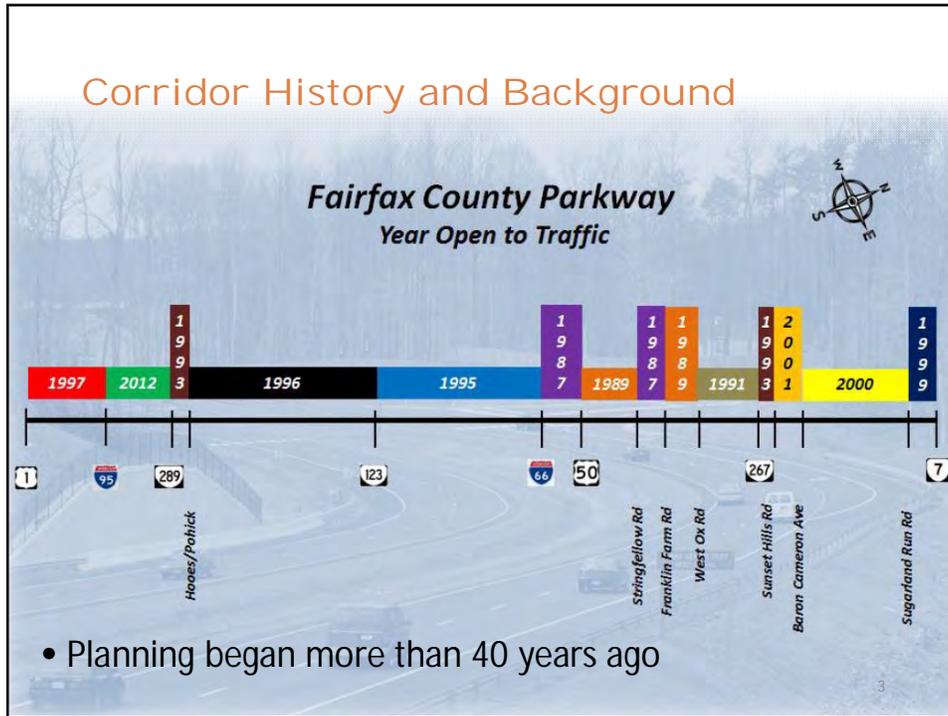
A-78 – A-79

Long-Term Study Questionnaire



Agenda

- Introductions
- Corridor History and Background
- Existing Conditions Overview
- Identified Transportation Issues
- Ongoing Projects
- Preliminary Short-Term Improvements
- Project Next Steps
- Long Range Planning Study
- Questions/Comments



Corridor History and Background

- Route designation changes in 2012
 - 7100 to 286
 - 7900 to 289
- Over 26 miles of shared use paths
- 7 acre wetlands bank created as part of project
- 2 wildlife migration under-passes






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Meeting Purpose

- Project progress update
- Share initial findings
- Gather public input on existing transportation concerns/issues
- Refine short-term improvements
- Communicate project next steps



Project Purpose

- Assess existing conditions
- Identify transportation issues
- Develop multimodal short-term improvements

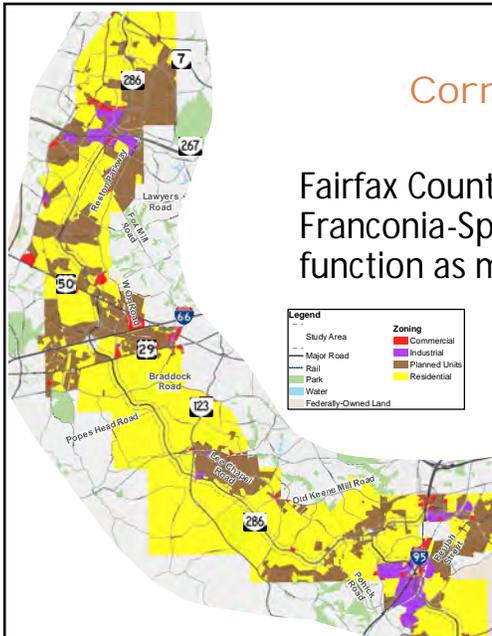


Agenda

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- **Existing Conditions Overview**
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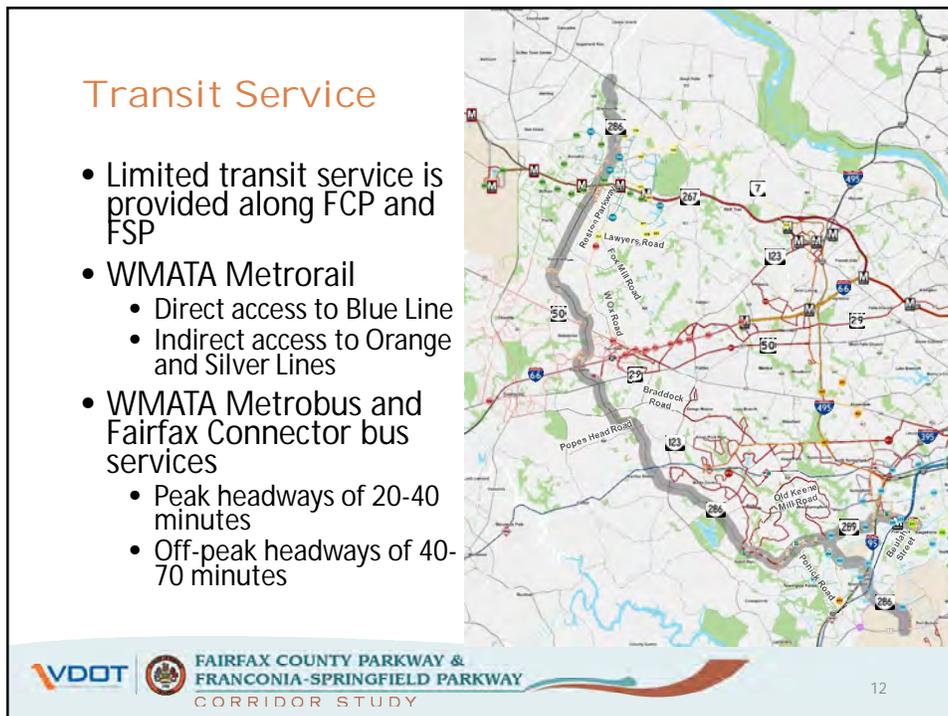
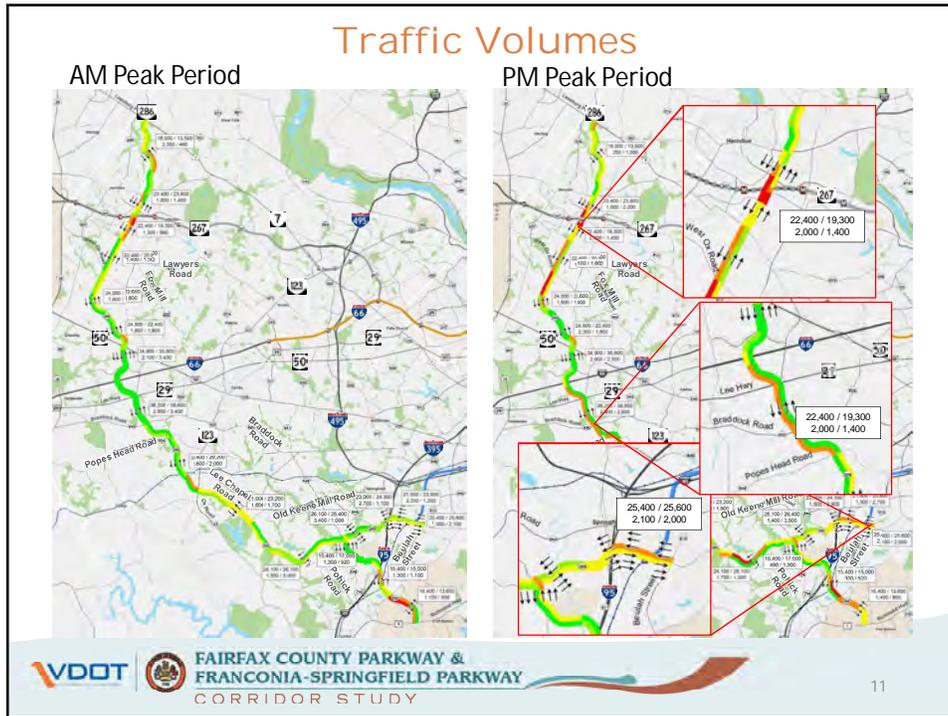
Corridor Characteristics

Fairfax County Parkway (FCP) and Franconia-Springfield Parkway (FSP) function as major regional roadways



Adjacent Land Use

- Mostly residential (~85%)
- Some mixed use, industrial, park, and government agency



Bicycle and Pedestrian Infrastructure

- Over 26 miles of shared-use paths, along FCP and FSP
- Generally sidewalks are along adjacent neighborhood streets



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Reoccurring Traffic Congestion - Segments

1. Spring Street to Franklin Farm
2. I-66 to Route 123
3. Lee Chapel Road to Hooes Road
4. I-95 to Richmond Highway



Reoccurring Traffic Congestion - Intersections

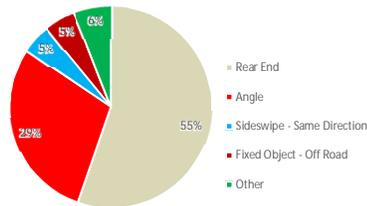
1. FCP and Route 7
2. FCP and Wiehle Avenue
3. FCP and Lake Newport Road
4. FCP and Rugby Road
5. FCP and Burke Lake Road
6. FSP and Bonniemill Road
7. FSP and Beulah Street

- ① Segment
- ① Intersection



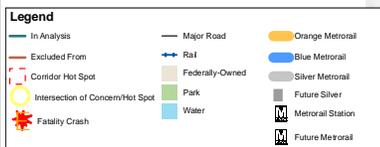
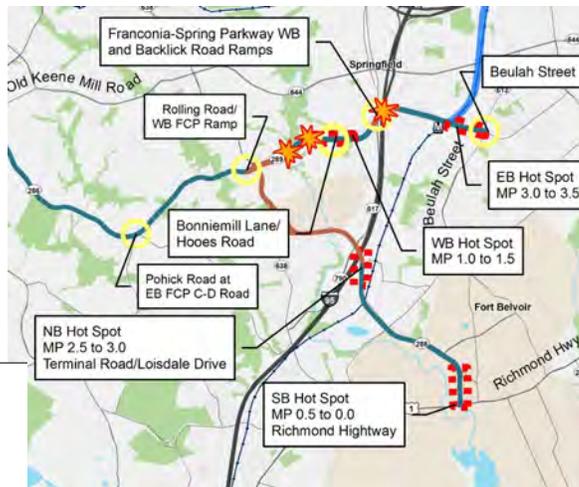
Safety Analysis

- Modern roadway design
- Crash rates below statewide and regional rates
- Mostly property damage only crashes
- Fatalities – mostly caused by impaired drivers
- Frequent crash types:
 - Rear-end
 - Angle



Safety Analysis

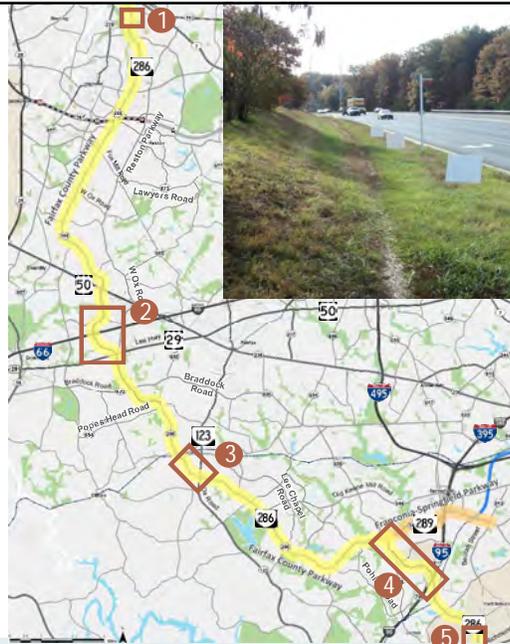
- 8 segment “hot spots”
- 12 intersections with high number of crashes



Missing Paths and Bus Stop Pads

Locations without adjacent shared-use path:

1. FCP: Sugarland Road to Heather Way
2. FCP: Monument Drive to Route 29
3. FCP: Burke Center Parkway to Route 123
4. FCP: FSP to Loisdale Road
5. FCP: John J. Kingman to Richmond Highway



Non-ADA Compliant Facilities

- Curb ramps
- Push button locations
- Bus stops



Other Transportation Issues

- No/limited traveler information
- Poor lighting
- Inconsistent roadway characteristics



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Ongoing Projects

Under Construction

- FCP/FSP/Rolling Road interchange improvements
- Richmond Highway widening
- Route 29 widening between Shirley Gate Road and FCP

Key Projects Planned or Under Design

- FCP widening between Route 29 and Route 123
- FCP southbound auxiliary lane between Route 29 and Braddock Road
- FCP improvements between I-95 and Richmond Highway (Study)
- I-66 Express Lanes
- Frontier Drive Extension
- Shirley Gate Road Extension (Study)
- John J. Kingman triple left-turn lane
- High Visibility Signal Backplates

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- **Preliminary Short-Term Improvements**
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General

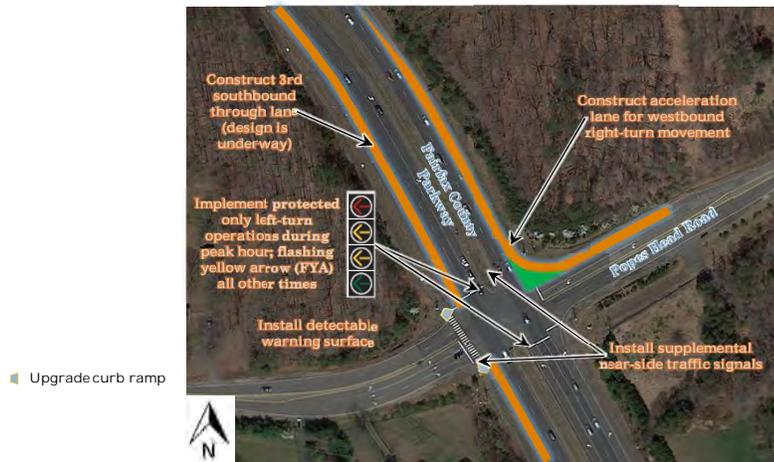
- Spot traffic operational intersection improvements
- Sidewalks, paths, and bus stop pads
- Safety enhancements
- Signage and pavement marking improvements
- Dynamic message signs to provide traveler information
- Signal timings
- ADA upgrades



Example 1 – FSP Westbound Ramps and Backlick Road



Example 2 – FCP and Popes Head Road



Example 3 – FCP and Franklin Farm Road



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Project Next Steps

- Complete existing conditions analysis
- Compile comments and feedback
- Update transportation issues list
- Expand/refine short-term improvements based on comments and feedback
- Second Series of Public Meetings
- Develop Cost Estimates
- Select Projects for Implementation
- Coordinate with Long Range Planning Study



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- Questions/Comments

Long Range Planning Study

- Develop a future multimodal vision for FCP and FSP
- Update traffic forecasts
- Public and stakeholder input process
- Review existing Comprehensive Plan recommendations
 - New Interchanges
 - High Occupancy Vehicle (HOV) lanes
- Develop alternatives and choose a preferred alternative
- Prioritize improvements
- Comprehensive Plan Update



Questions and Comments

Provide comments

- Email:

meeting_comments@vdot.virginia.gov

- Paper forms available

- Project website:

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



FAIRFAX COUNTY PARKWAY &
FRANCONIA-SPRINGFIELD PARKWAY
CORRIDOR STUDY

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Project Contacts

For questions and comments about the study please contact:

VDOT

Abi Lerner

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Fairfax County

Leonard Wolfenstein

Leonard.Wolfenstein@fairfaxcounty.gov



FAIRFAX COUNTY PARKWAY &
FRANCONIA-SPRINGFIELD PARKWAY
CORRIDOR STUDY

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Resume Open House



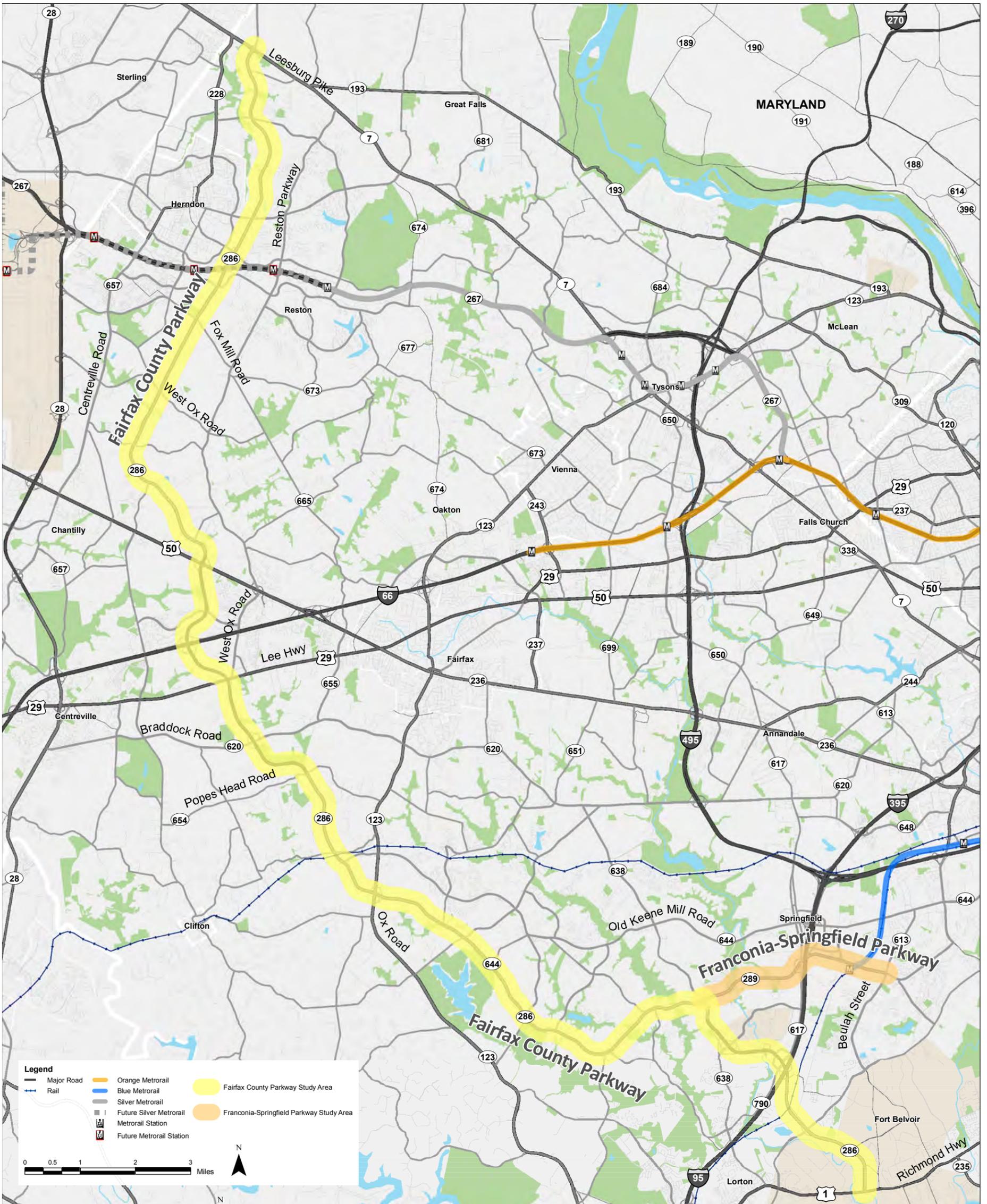
FAIRFAX COUNTY PARKWAY &
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CORRIDOR STUDY





FAIRFAX COUNTY PARKWAY & FRANCONIA-SPRINGFIELD PARKWAY CORRIDOR STUDY

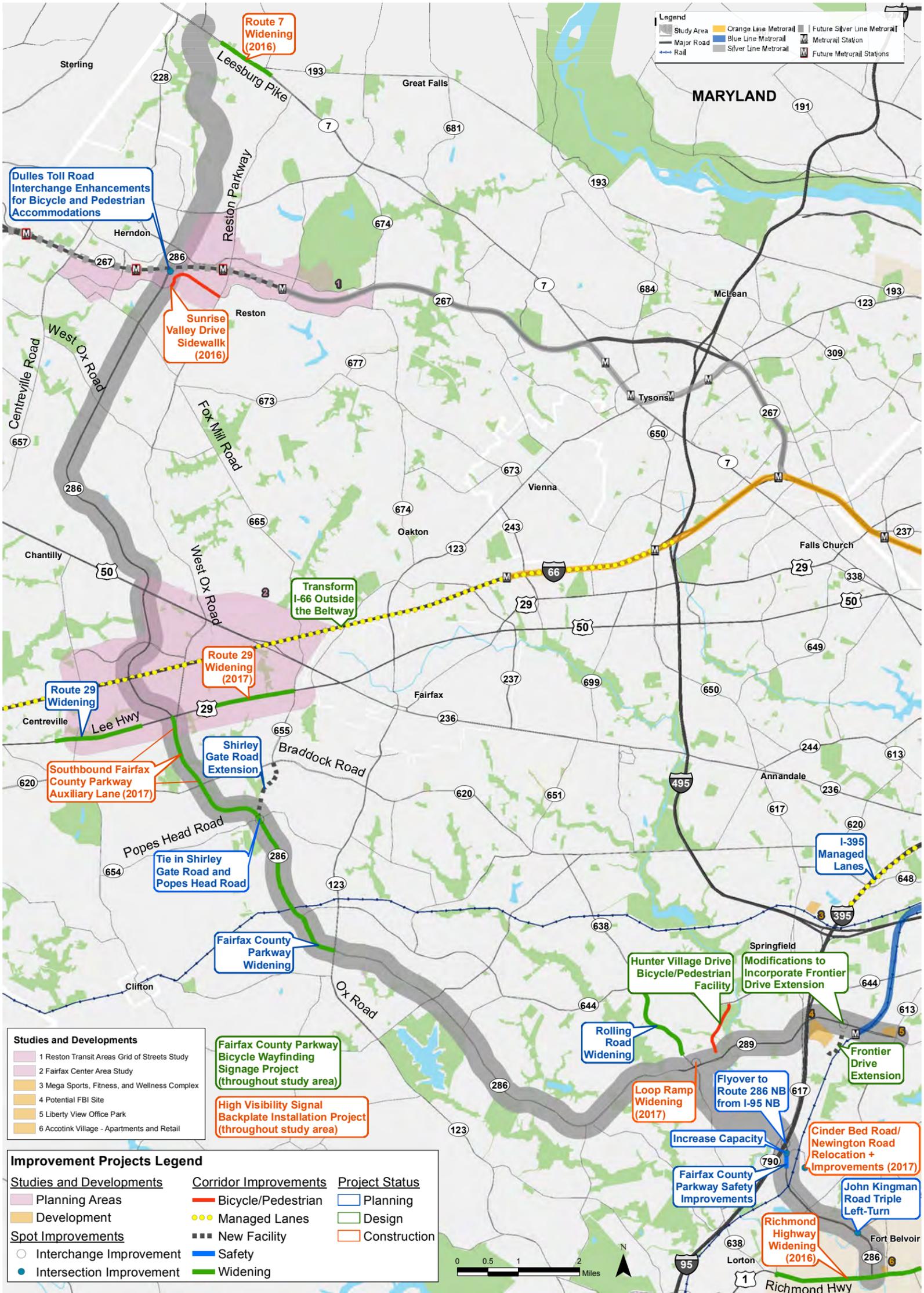
Study Area Limits





FAIRFAX COUNTY PARKWAY & FRANCONIA-SPRINGFIELD PARKWAY CORRIDOR STUDY

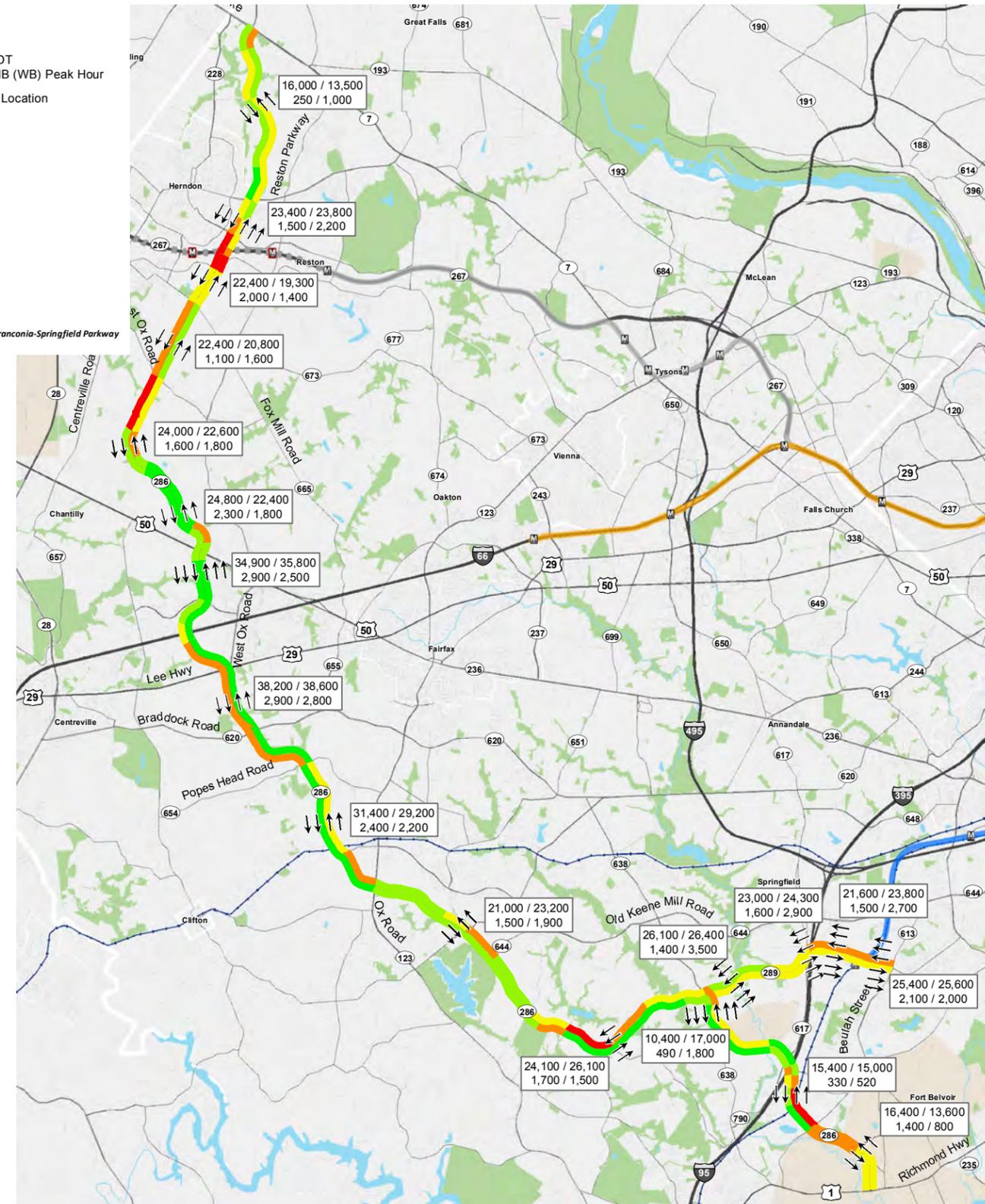
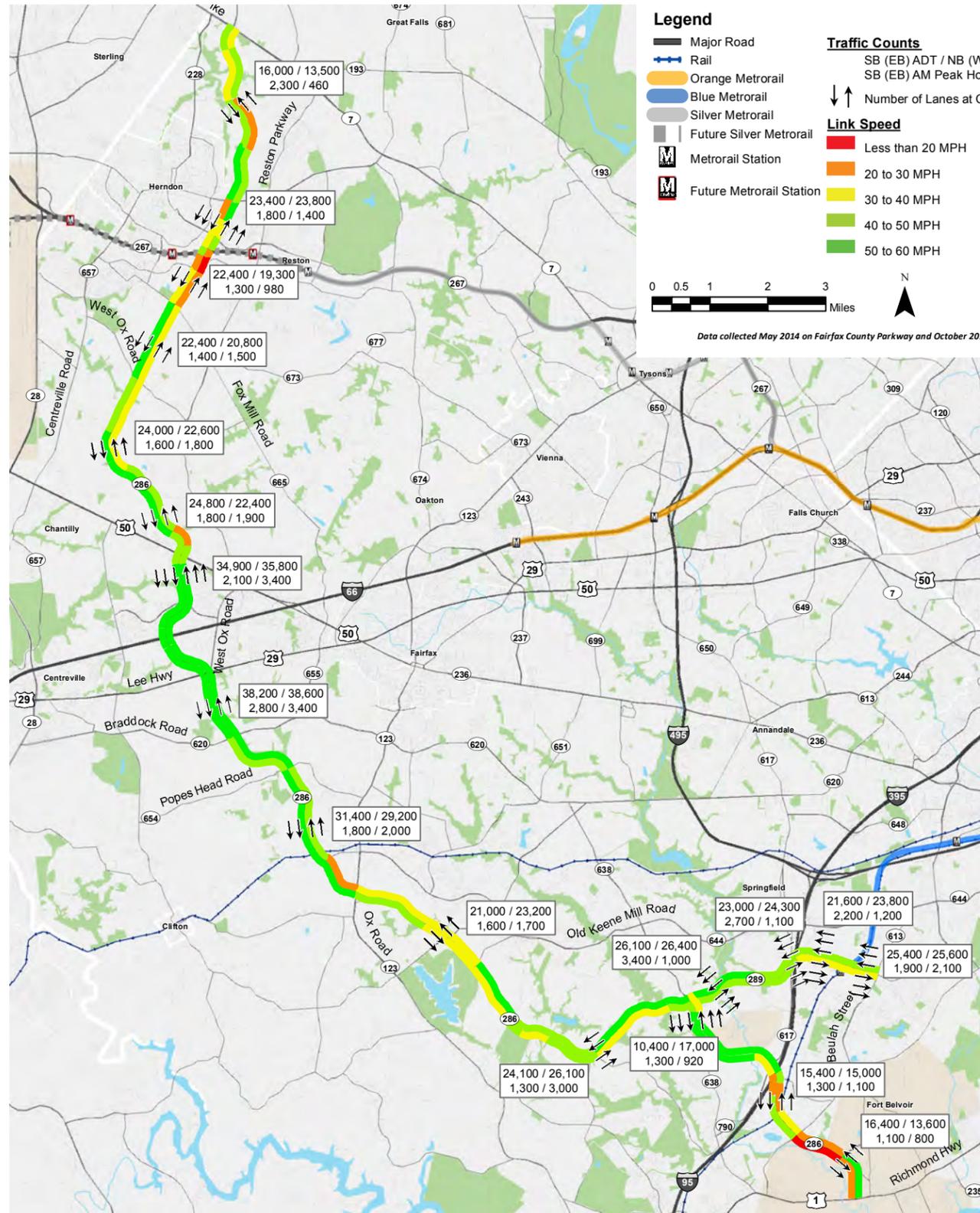
Overview of Transportation Planning, Design, and Construction Projects



Existing (2014) Travel Speeds and Traffic Volumes

AM Peak Hour

PM Peak Hour



Legend

- Major Road
- Rail
- Orange Metrorail
- Blue Metrorail
- Silver Metrorail
- Future Silver Metrorail
- Metrorail Station
- Future Metrorail Station

Traffic Counts

- SB (EB) ADT / NB (WB) ADT
- SB (EB) AM Peak Hour / NB (WB) Peak Hour
- Number of Lanes at Count Location

Link Speed

- Less than 20 MPH
- 20 to 30 MPH
- 30 to 40 MPH
- 40 to 50 MPH
- 50 to 60 MPH

0 0.5 1 2 3 Miles

Data collected May 2014 on Fairfax County Parkway and October 2014 on Franconia-Springfield Parkway

AM and PM Network Peak Hour Signalized Intersection Level of Service (LOS)



Legend

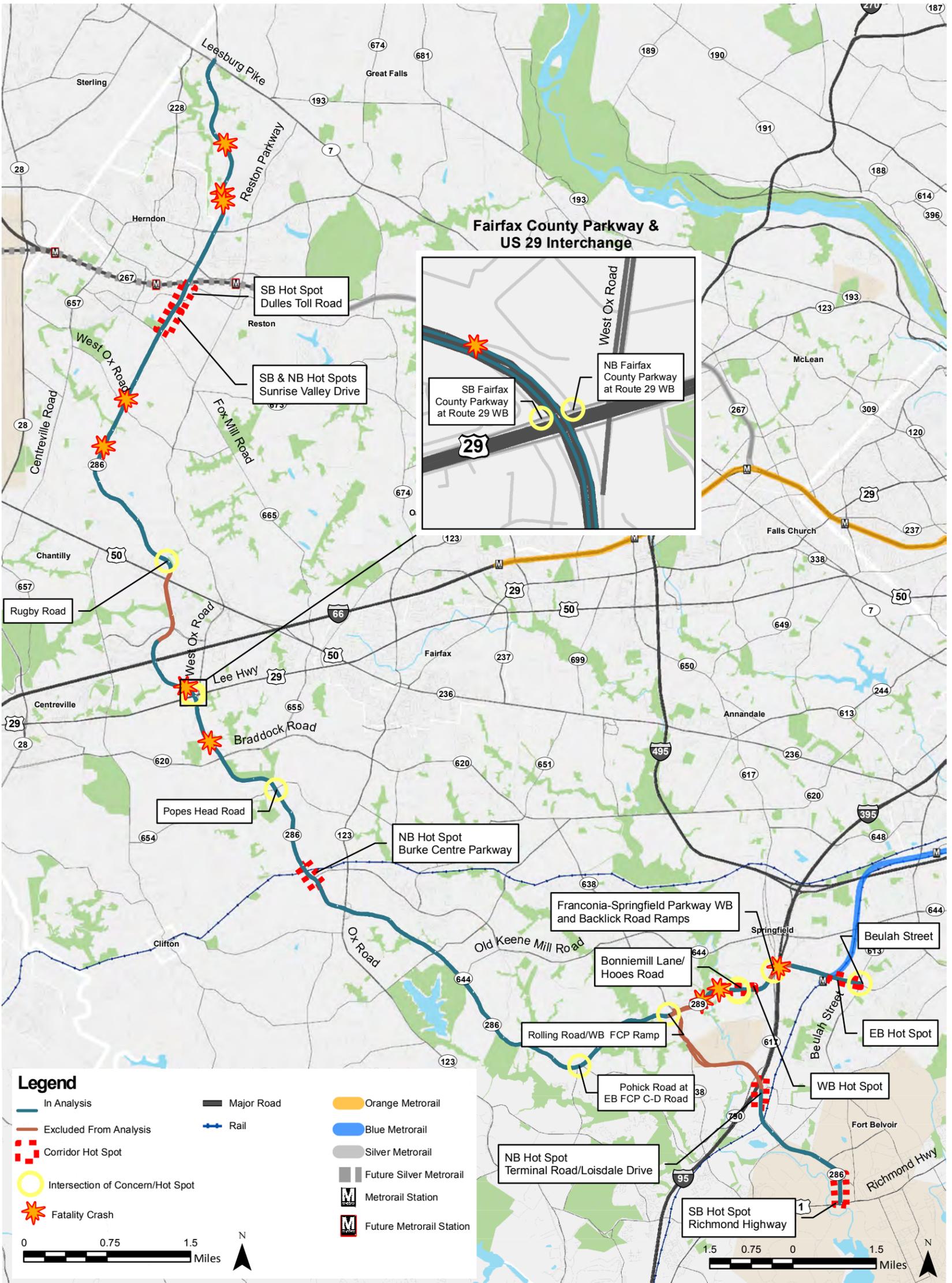
- | | | | |
|--------|---------------------------------------|------------|--------------------------|
| # # | Signalized Intersection LOS (AM PM) | Major Road | Blue Metrorail |
| Green | LOS A-D | Rail | Silver Metrorail |
| Yellow | LOS E | Study Area | Future Silver Metrorail |
| Red | LOS F | M | Metrorail Station |
| | | M | Future Metrorail Station |

Traffic analysis and model calibration is ongoing. The LOS results presented are subject to change.



FAIRFAX COUNTY PARKWAY & FRANCONIA-SPRINGFIELD PARKWAY CORRIDOR STUDY

Crash Hot Spots

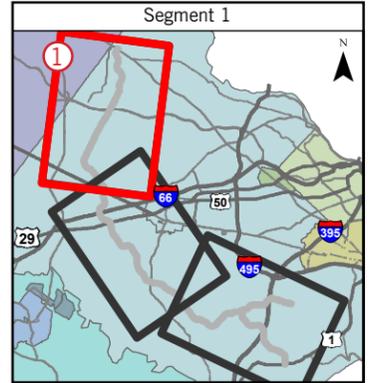
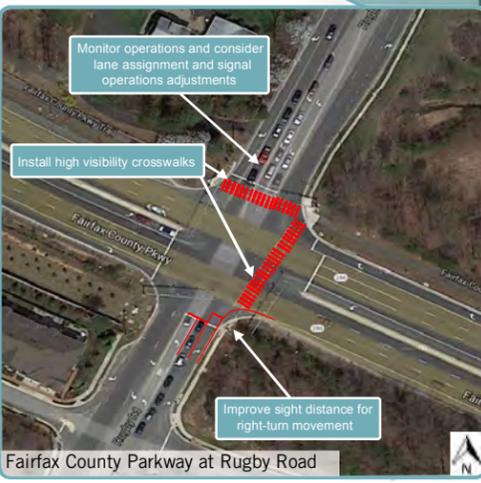
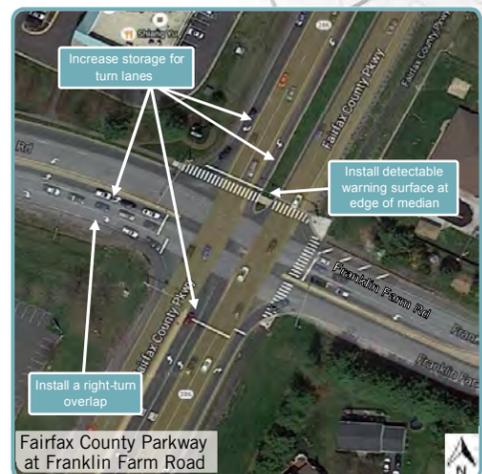


Fairfax County Parkway crash data from 2010-2013 and Franconia-Springfield Parkway crash data from 2010-2014 were included in the analysis.

Existing Transportation Issues and Example Preliminary Recommendations (1 of 3)

Legend

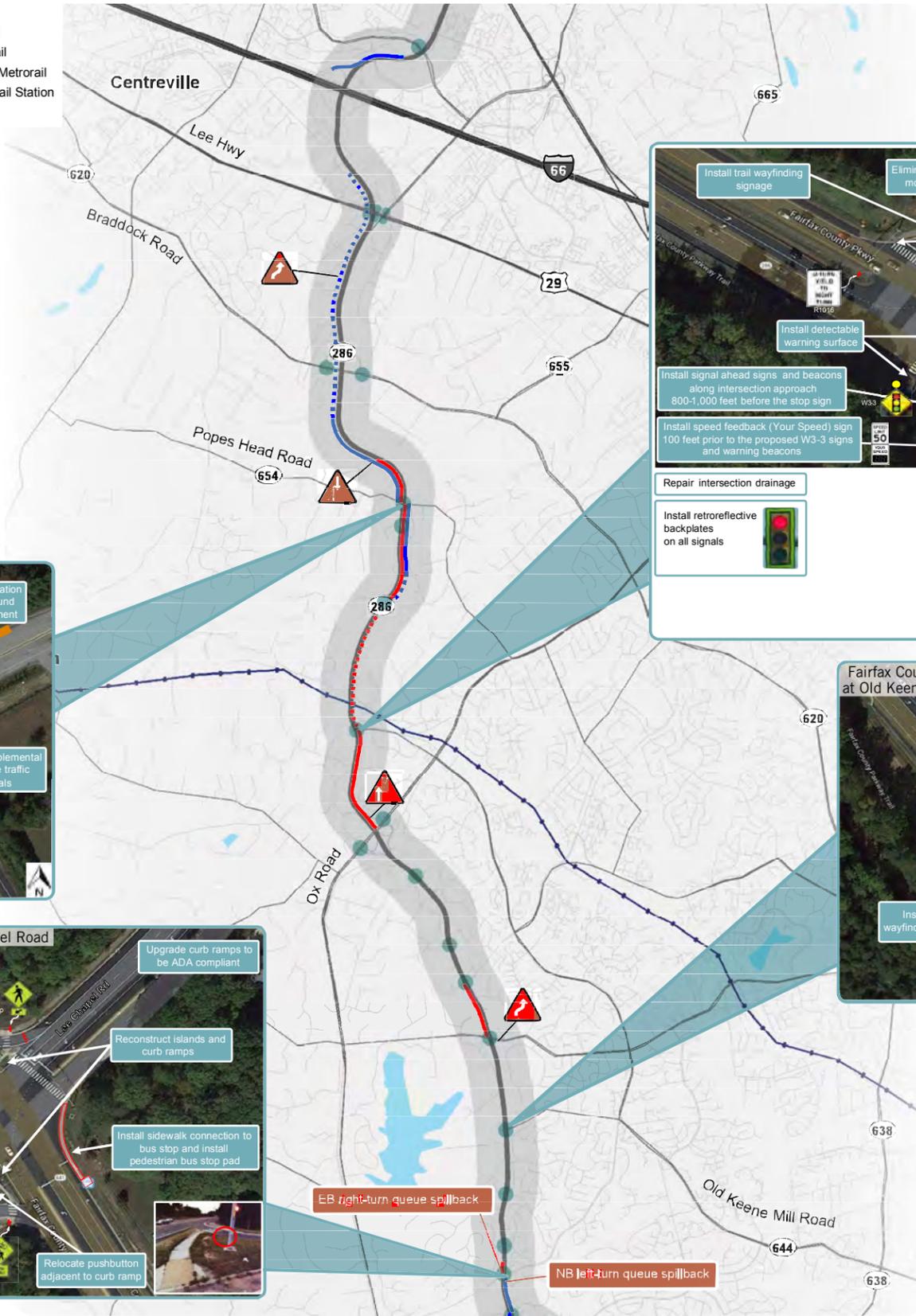
- Observed Queues
- AM, Rolling
- AM, Stopped
- PM, Rolling
- PM, Stopped
- Locations of Preliminary Recommendations
- ▲ Merge Issue
- ▲ Sight Distance Issue
- ▲ Weaving Issue
- Major Road
- Rail
- Study Area
- Metrorail Station
- Blue Metrorail
- Silver Metrorail
- Future Silver Metrorail
- Future Metrorail Station



Existing Transportation Issues and Example Preliminary Recommendations (2 of 3)

Legend

- Observed Queues
- AM, Rolling
- AM, Stopped
- PM, Rolling
- PM, Stopped
- Locations of Preliminary Recommendations
- ▲ Merge Issue
- ▲ Sight Distance Issue
- ▲ Weaving Issue
- Major Road
- Rail
- Study Area
- Metrorail Station
- Blue Metrorail
- Silver Metrorail
- Future Silver Metrorail
- Future Metrorail Station



Fairfax County Parkway at Burke Center Parkway

- Install trail wayfinding signage
- Eliminate left-turn movement
- Upgrade curb ramps to be ADA compliant
- Install pedestrian warning signs and yield bar in advance of crosswalk
- Install detectable warning surface
- Install signal ahead signs and beacons along intersection approach 800-1,000 feet before the stop sign
- Install speed feedback (Your Speed) sign 100 feet prior to the proposed W3-3 signs and warning beacons
- Repair intersection drainage
- Install retroreflective backplates on all signals

**Route Impacts*
→ current route
→ 1.9 miles
→ 1.4 miles

Fairfax County Parkway at Popes Head Road

- Implement protected only left-turn operations during peak hour
- Construct acceleration lane for westbound right-turn movement
- Construct third southbound through lane
- Install supplemental near-side traffic signals
- Install detectable warning surface

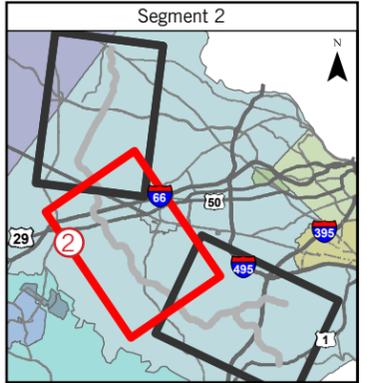
Fairfax County Parkway at Old Keene Mill Road

- Widen road to provide adequate lane reduction advance notice and taper (up to 1,300 feet to Burke Woods Drive)
- Install trail wayfinding signage

Fairfax County Parkway at Lee Chapel Road

- Upgrade curb ramps to be ADA compliant
- Reconstruct islands and curb ramps
- Install pedestrian warning signs and yield bars in advance of crosswalks
- Install sidewalk connection to bus stop and install pedestrian bus stop pad
- Increase storage length
- Relocate pushbutton adjacent to curb ramp

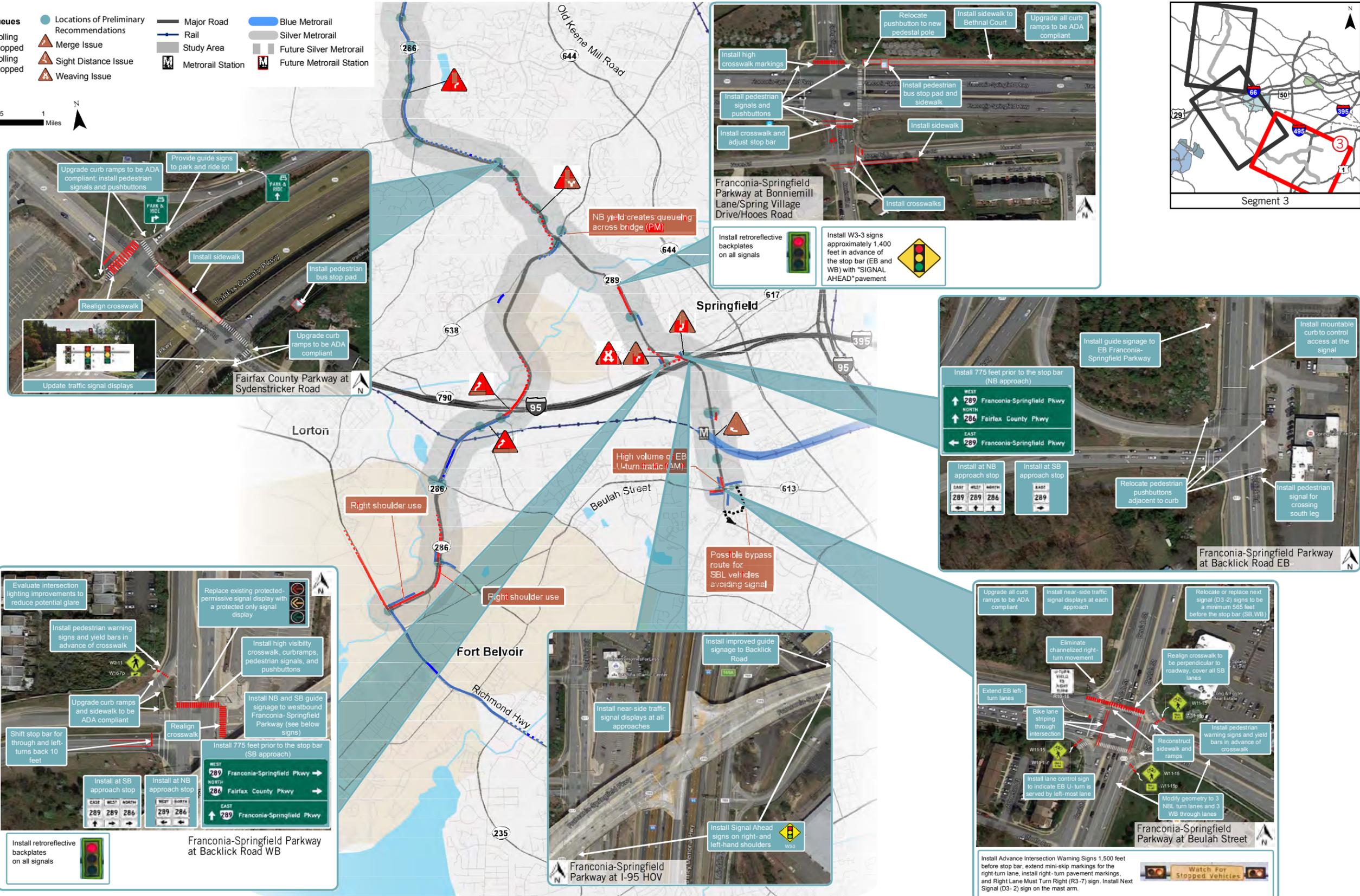
▲ EB right-turn queue spillback
▲ NB left-turn queue spillback

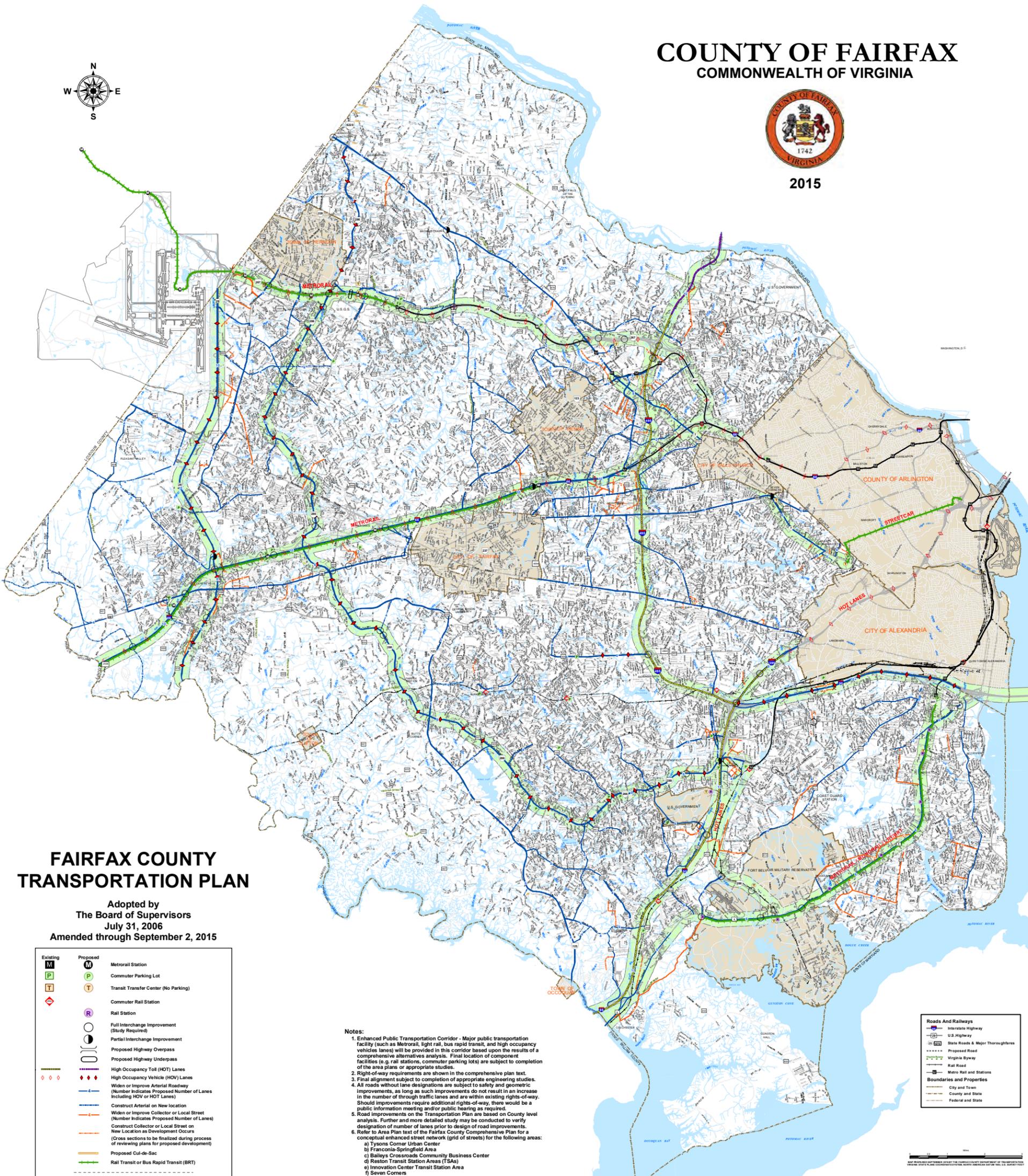


Existing Transportation Issues and Example Preliminary Recommendations (3 of 3)

Legend

- Observed Queues
- ▬ AM, Rolling
- ▬ AM, Stopped
- ▬ PM, Rolling
- ▬ PM, Stopped
- Locations of Preliminary Recommendations
- ▲ Merge Issue
- ▲ Sight Distance Issue
- ▲ Weaving Issue
- ▬ Major Road
- ▬ Rail
- ▬ Study Area
- M Metrorail Station
- ▬ Blue Metrorail
- ▬ Silver Metrorail
- M Future Silver Metrorail
- M Future Metrorail Station





**FAIRFAX COUNTY
TRANSPORTATION PLAN**

Adopted by
The Board of Supervisors
July 31, 2006
Amended through September 2, 2015

Existing	Proposed	Description
		Metrorail Station
		Commuter Parking Lot
		Transit Transfer Center (No Parking)
		Commuter Rail Station
		Rail Station
		Full Interchange Improvement (Study Required)
		Proposed Highway Overpass / Proposed Highway Underpass
		High Occupancy Toll (HOT) Lanes / High Occupancy Vehicle (HOV) Lanes
		Widen or Improve Arterial Roadway (Number Indicates Proposed Number of Lanes) / Construct Collector or Local Street on New Location as Development Occurs (Cross sections to be finalized during process of reviewing plans for proposed development)
		Proposed Cul-de-Sac / Rail Transit or Bus Rapid Transit (BRT)
		Enhanced Public Transportation Corridor

- Notes:**
- Enhanced Public Transportation Corridor - Major public transportation facility (such as Metrorail, light rail, bus rapid transit, and high occupancy vehicles lanes) will be provided in this corridor based upon the results of a comprehensive alternatives analysis. Final location of component facilities (e.g. rail stations, commuter parking lots) are subject to completion of the area plans or appropriate studies.
 - Right-of-way requirements are shown in the comprehensive plan text.
 - Final alignment subject to completion of appropriate engineering studies.
 - All roads without lane designations are subject to safety and geometric improvements, as long as such improvements do not result in an increase in the number of through traffic lanes and are within existing rights-of-way. Should improvements require additional rights-of-way, there would be a public information meeting and/or public hearing as required.
 - Road improvements on the Transportation Plan are based on County level analysis. Further and more detailed study may be conducted to verify designation of number of lanes prior to design of road improvements.
 - Refer to Area Plan text of the Fairfax County Comprehensive Plan for a conceptual enhanced street network (grid of streets) for the following areas:
 - Tysons Corner Urban Center
 - Franconia-Springfield Area
 - Baileys Crossroads Community Business Center
 - Reston Transit Station Areas (TSAs)
 - Innovation Center Transit Station Area
 - Seven Corners

Roads And Rightways	Description
	Interstate Highway
	U.S. Highway
	State Road & Major Thoroughfare
	Proposed Road
	Virginia Byway
	Rail Road
	Metro Rail and Stations
Boundaries and Properties	
	City and Town
	County and State
	Federal and State



Fairfax County Parkway (FCP) and Franconia-Springfield Parkway (FSP) Corridor Improvement Study
Summary of Public Meeting Comments and Responses



Location	Comment	Response	Type*
General	What were the criteria for determining crash locations?	Based upon the number of crashes and the rate of crashes as compared to the volume of traffic at the intersection. Crash data is available to the public online.	V-S
Southbound FCP between Fair Lakes Parkway and I-66 westbound on-ramp (5103→5001)	What improvements were identified southbound on FCP between Fair Lakes Parkway and I-66? Issues with sun glare traveling southbound during the spring/summer that limit visibility merging from southbound FCP to I-66 westbound on-ramp.	No specific improvements identified. The I-66 Express Lanes project will provide additional capacity on I-66. The I-66 traffic analysis results show that the congestion spillback onto Fairfax County Parkway will be eliminated.	V-S
General	How do FCDOT and VDOT coordinate between agencies on planning efforts?	This project is a prime example of collaborative efforts of review and input on analysis and support by a consultant familiar with the challenges of FCP/FSP from experience and previous studies (VDOT). In general, there is continual conversations between the agencies, regardless of which agency initiates a project (FCDOT).	G
General	Several commercial businesses along FCP, some within the areas of influence of some of the preliminary recommendations identified. Will the impacts be evaluated as part of this study?	Larger scale projects may be identified but would require further study and evaluation, which is not the intent of this project. This study is geared toward identifying short-term improvements that are lower cost and mostly within existing public right-of-way. However, it is never too early for property owners to provide feedback on the potential impacts to their properties associated with recommendations identified.	G
General	Has any thought been given to a Metrorail transit line along FCP?	FCDOT is currently in the process of completing a countywide transit study, which considered demand in 2050. The study recommended additional Metrorail service lines, but along FCP has identified express bus service. This is based upon the land use and travel pattern characteristic of FCP.	T
General	In Newington, citizen groups received a notice that the railroad spur from FSP Metrorail station to Old Fort Belvoir has been identified for historic landmark status. Jeff McKay and Supervisor Highland discussed a transit connection from Fort Belvoir to FSP Metrorail by way of the railroad right-of-way. Was this connection considered as part of the study?	This project was not considered as part of this study, the reason being that it's not a project yet. The FCDOT transit study considered it, but it's not included in the final study recommendations.	T

Fairfax County Parkway (FCP) and Franconia-Springfield Parkway (FSP) Corridor Improvement Study
Summary of Public Meeting Comments and Responses



Location	Comment	Response	Type*
General	When will final recommendations be made available?	End of 2016. The public meeting materials and preliminary recommendations are available now on the VDOT website.	G
I-95 interchange with FCP (1800)	The centerline alignment to accommodate a future NB I-95 to northbound FCP flyover will have significant impacts on the Parkway Express Gas Station. Can the alignment be shifted 12 feet to avoid impacts to this business? This would be the 4 th condemnation, eliminating the profitable car wash.	The design of the flyover considers a balance of cost and operational benefits. At the time of the meeting, funding is not available to carry the project forward into further stages of design or construction. VDOT has provided additional information to the gas station owner and his representative about the interchange project.	D
Weave between I-95 southbound loop ramp and I-95 northbound loop ramp/ Loisdale Drive (1808→1804)	The weaving segment can be challenging in the morning due to queued vehicles at the Loisdale Drive intersection. What improvements are being considered?	Widening of FCP and geometric modifications to the Loisdale Drive intersection are possible improvements that will be validated as part of the traffic analyses in progress.	V-O
Loisdale Drive to Barta Road (1821→2000)	There is a lack of pedestrian connectivity between these two locations.	This was noted as a gap in the shared-use path network. This improvement is a long-term in nature that will be addressed as part of the Long Range Planning Study.	BP
Franklin Farm Road (5821)	This is one of the worst intersections for travel between I-95 and Route 267. The current signal timings do not allow queues to clear given the existing turn lane lengths. How will extensions help?	The traffic analysis will assist with quantifying the benefits of these improvements. The improvements may be considered an interim improvement, with the Long Range Planning study identifying more significant long-term improvements.	V-O
Franklin Farm Road (5821)	The westbound left-turn from Franklin Farm Road downstream from the intersection is underutilized, can it be repurposed?	Project team will review and provide appropriate recommendation.	V-O
Franklin Farm Road (5821)	The queues along eastbound Franklin Farm Road extend nearly to Centreville Road. The right-turn lane queues extend beyond the available storage. Can it be extended?	Project team will review and provide appropriate recommendation.	V-O

Fairfax County Parkway (FCP) and Franconia-Springfield Parkway (FSP) Corridor Improvement Study
Summary of Public Meeting Comments and Responses



Location	Comment	Response	Type*
Franklin Farm Road (5821)	Office and residential development in the area of Franklin Farm Road has crowded the schools and created more traffic. Additional future development is going to further exacerbate congestion. Near-term improvements need to happen now. The extension of McLearen Road to Reston Parkway would relieve some of this congestion and avoid the need for access to FCP	Future public meetings associated with the Long Range Planning Study will address this issue. The items noted go beyond existing conditions and short-term improvements.	V-O
General	Is there crash data available related to pedestrian crashes? The trails along FCP are too dangerous, what safety improvements are recommended along the trail?	Crash data is available and was considered in the study. The final document will include this data. There are intersection improvements identified to improve pedestrian crossings. The Long Range Planning study will evaluate larger and higher cost improvements.	BP-S
General	Will the study address transit (bus/light-rail) service?	The County is completing a long-term transit study to identify recommended solutions for 2050 conditions. Express bus service was identified for FCP. The Long Range Planning Study will further refine these recommendations.	T
FCP at the Dulles Toll Road (6221/6222)	Signal timing along FCP through the Dulles Toll Road is challenging, regardless of the time of day. Getting traffic moving through there would be a great step toward improving options – who manages these?	VDOT manages the signal operations. This recommendation is already included in the improvement list.	V-O
General	Will the long-term study be contracted this summer? Will the study be 18-24 or 12-18 months?	The County will begin the project moving this summer. The 18-24 month schedule includes the comprehensive plan amendment process outside the 12-18 month project process.	G
General	How many sections are planned for widening in the near-term? Route 29 to Route 123 and southern sections near Springfield?	The design that will be initiated shortly is for the section between Route 29 and Route 123; Terry Yates (VDOT employee in attendance) was not aware of any other widening plans and VDOT has confirmed that no other widening projects are funded at this time.	V-O
General	Widening from 4 to 6, including high occupancy vehicle (HOV)/high occupancy toll (HOT), adding express bus service...the steps to accomplish this almost need to occur in a reverse order.	VDOT and the County understand the need to coordinate the existing conditions and Long Range Planning Study. Once the recommendations are finalized, coordinated efforts will be made so as not to preclude long-term study efforts.	G

Fairfax County Parkway (FCP) and Franconia-Springfield Parkway (FSP) Corridor Improvement Study
Summary of Public Meeting Comments and Responses



Location	Comment	Response	Type*
General	How do the two studies coordinate with the Northern Virginia Transportation Commission (NVTC) with respect to HOV/HOT lanes?	The current County Comprehensive Plan includes HOV lanes on FCP. The Long Range Planning Study will revisit the recommendation, and based on the current conditions, evaluate whether it is the best option or perhaps another solution would work best. What is implemented needs to be consistent with the regional comprehensive plan. The final decision will be made by the Commonwealth Transportation Board (CTB).	G
Franklin Farm Road to Spring Street (5821→6322)	Spring Hill to Franklin Farms is a congested area. Recommendations to Sunrise Valley Drive focus on northbound, but there is a need to improve southbound right-turn access. Extending the southbound left-turn lane will remove traffic from the through lanes.	Project team will review and provide appropriate recommendation.	V-O
Franklin Farm Road to Spring Street (5821→6322)	What is considered with respect to sound walls on the west side of FCP south of Sunrise Valley Drive, preferably sooner than the long-term study? There is no sound wall existing today, and there needs to be.	No new sound walls have been identified as part of the existing conditions study. New sound walls would be considered with future improvements as part of the environmental process.	G
Sunrise Valley Drive to the Dulles Toll Road (6121→6322)	Sunrise Valley/Toll Road/Sunset Hills all present challenges to pedestrian and bicycle access. There is a low-income demographic that use these access paths, so there needs to be safety enhancements. Similar issues at Route 50. Trees also limit visibility.	This is something recognized and appreciated by the County/VDOT. The County also evaluated and identified improvements through the Herndon Metrorail Stations Access Management Study (HMSAMS) and the Wiehle Avenue/Reston Parkway Station Access Management Study. These issues were noted in the analysis and preliminary recommendations are provided. The County is also in the process of developing trail crossing improvements in this area.	BP-S
General	Who do the VDOT recommendations go to and what is the likelihood of them being implemented?	The project will identify a final set of recommendations. Once completed, programming will begin – VDOT and the County will identify appropriate funding sources to begin implementation of the mitigation measures. It will be a combined effort.	G
West Ox Road (5921)	The older sections of FCP in the area of Oak Hill (near West Ox Road) could benefit from sound walls.	Sound walls will be considered with future improvements during the environmental review phase of a project.	G

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General	What nontraditional mitigation measures (cycle length changes, superstreet concepts, roundabouts, etc.) might be considered?	Signal operational improvements are limited with respect to cycle lengths. More substantial improvements (superstreets, roundabouts) would be reviewed and identified in the Long Range Planning Study.	V-O
Sunrise Valley Drive (6121)	A slip lane on Sunrise Valley Drive for east-west traffic (heavy volume) would be beneficial.	Project team will review and provide appropriate recommendation.	V-O
Fair Lakes Parkway and Monument Drive interchange (5100)	The overpass by Fair Lakes (interchange) has been helpful, what about other locations?	Additional interchanges will be evaluated in the Long Range Planning Study – a complete reassessment will be completed.	V-O
General	Does the long-term study look at property takes to accomplish widening? Are there areas on the north side that do not have widening room?	The majority of FCP was built with a wide median to accommodate widening from 4 to 6 lanes. There are some sections that could not accommodate this profile. The majority of these sections are to the south.	G
Sunrise Valley Drive (6121)	Grade separation may not be needed if the signal operations at the DTR could be improved, specifically mitigating the weave between Spring Street and the DTR. Grade separation isn't the answer; fixing the DTR is a better target.	This will be evaluated in the Long Range Planning Study. An ongoing study in Reston is also evaluating this location. The Long Range Planning Study will be comprehensive, so it will take a holistic look at corridor operations and will identify opportunities like the one mentioned. Both studies will look at this location.	V-O
Route 123 to Route 29 (4300→4900)	What is the timeline of widening (construction) of Route 29 to Route 123?	8 to 10 years is the estimated project timeline. Completion of the southbound FCP auxiliary lane between Route 29 and Braddock Road will be complete within the next year.	G
Franklin Farm Road (5821)	There is a large volume of traffic flowing through the neighborhoods adjacent to McLearen Road. Is there an opportunity to discourage/divert traffic away from the neighborhoods?	There are not many new roads identified to alleviate this type of cut through traffic, but McLearen Road is one of the proposed roadways. The comprehensive plan also has identified 6 lanes on FCP to provide additional capacity and potentially decrease neighborhood cut through traffic.	V-O
General	What is the timeline of short-term improvements being implemented?	Once the short-term study is completed (less than a year), accounting for environmental review and engineering/construction, the projects will be implemented within a one- to ten-year time frame.	G

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Sunrise Valley Drive, Dulles Toll Road, Sunset Hills Road (6121, 6221, 6303)	Sunrise Valley Drive westbound right-turn is free-flow and challenging to cross and is a safety issue, especially considering sight distance. It was recommended that the free-flow condition be evaluated to improve sight distance and enhance safety. Sight distance is also another challenge at northern right-turn movements (Dulles Toll Road, Sunset Hills).	Some recommendations for improvements for the westbound Sunrise Valley Drive right-turn lane. Team will field review these items and identify appropriate improvements.	BP-S
Braddock Road to Fair Lakes Parkway/ Monument Drive (4800→5100)	Recommended that the trail detour be considered between Fair Lakes and Braddock Road to eliminate the detour.	This was noted as a gap in the shared-use path network. This improvement is a long-term in nature that will be addressed as part of the Long Range Planning Study.	BP
Whitler's Creek to Gambrill Road off-ramp (2321→2403)	Concerns with the auxiliary lane between Whitler's Creek and the Gambrill/Sydenstricker interchange off-ramp (northbound). Limited sight distance around the curve, no lighting of the interchange ramp sign.	Team will conduct field evaluation to assess the issue and identify appropriate improvements.	V-O
General	Assessment of traffic – is it separated by type of vehicle? The volume of heavy vehicles has increased since construction completed (Burke Lake Road and Roberts Parkway), cut-through traffic between I-95 and I-66. The lack of signal coordination in this stretch results in frequent air braking. The roadway should be a parkway and limited to passenger vehicles, no trucks.	The data collected includes vehicle classification and will account for heavy vehicles. FCP is a regional facility and restricting truck access is not feasible.	V-O
General	Have the road offices and motor offices (County and Virginia police) been contacted about roadway monitoring? Their input would be helpful given their awareness of the corridor.	VDOT and FCDOT will follow up with these organizations.	G
General	I-95 trash incinerator is drawing increased truck traffic, which increases noise, accident potential.	The volume of truck traffic was captured in the data collection efforts. The crash history was considered in the crash analysis and recommendations have been provided to address high crash rate locations.	V-S

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General	Were field investigations completed at night (e.g. Lee Chapel and FCP)? Are overhead signs going to be retrofitted with lighting?	Some nighttime investigations were completed. This location will be field reviewed to assess the issue and identify appropriate improvements.	G
General	The long-term study will require 12-18 months, completed around the close of 2017. Will there be opportunities for input?	There will be a number of public meetings.	G
I-95 at FSP (7721)	Did the study evaluate access to FSP from I-95? Access to/from the north would be improved if there was direct access from the general purpose lanes.	New Interstate access goes beyond short-term improvements. The Long Range Planning Study will consider this suggestion.	V-O
General	Self-driving vehicles might be a consideration in the next 10 years along FCP. Is that being considered?	This study is focused on short-term improvements. The Long Range Planning Study will account for emerging transportation technologies.	V-O
General	Intersection lighting is an important consideration. It would be good to see other safety improvements for bicycle and pedestrian crosswalks to further alert drivers of crossing activity (e.g. Burke Lake, South Run Park/Reservation Drive). Belmont Ridge Road is an example location of what would be desirable. The bike trails are in poor condition after 25 years of use. Who's responsible for maintaining the trails?	Several trail crossing improvements have been identified. Flashing beacons (similar to the Belmont Ridge Road crossing) were evaluated at several locations but are not recommended based on the crossing activity. However, other safety measures may be considered. VDOT is responsible for maintaining the Fairfax County Parkway shared use path.	BP-S
Post meeting comments			
General	Consider adding bicycle route signs with "286" and "289" identifiers. Plan ahead for when the Rolling Road bicycle lanes are built so bicycle access to Ft. Belvoir is simplified.	FCDOT has a bicycle wayfinding project in development and will consider this suggestion. The Rolling Road to Ft. Belvoir connection is a future improvement that will be considered in the Long Range Planning Study.	BP

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Stream Way (2231)	The proposed changes at Section 2231 are a step in the right direction. The trail on either side of section 2231 needs better safety and directional signs. Trail users get lost in the neighborhoods. A large brown sign indicating the name of the trail will alert motorists of the crossing. Also, directional signs are needed to trail head parking. The 41 mile trail is a key resource that needs identification. If a more direct trail over Rolling Road cannot be built, at least clearly mark its location.	Project team will review and provide appropriate recommendation.	BP
Northbound FCP between I-66 and Fair Lakes Parkway (5103)	For Positive Guidance consider northbound FCP between I-66 entrance and the exit ramp to Fair Lakes Parkway. The signs to exit at Fair Lakes Parkway appear to come up too quick, plus the exit lanes appear confusing.	Project team will review and provide appropriate recommendation.	V-S
General	Please examine the southbound ramp to I-66 West. The queuing causes sudden swerving and many near accidents.	No specific short-term improvements identified. The I-66 Express Lanes project will provide additional capacity on I-66. The I-66 traffic analysis results show that the congestion spillback onto Fairfax County Parkway will be eliminated.	V-S
Telegraph Road to I-95 (1500 – 1800)	FCP northbound from Telegraph Road to I-95 has failed to address capacity relief since announcement of 2005 to now and anytime in the next few years. Poor leadership and management has failed to address major issues. Please act now!	Several short-term capacity improvements have been identified including the Terminal Road and Loisdale Road intersections. Additionally, VDOT has a planned improvement at the I-95 interchange.	V-O
Northbound FCP at Wiehle Avenue (7021)	The intersection of northbound FCP at Wiehle Avenue backs up in the afternoon. The left turn lane spills into the mainline. Cars in the mainline, anticipating this, try to get in the right lane early but then run into traffic entering the Parkway from Elden/Spring Street Provide dual (or at least one longer) left turn lane from northbound Route 286 onto Wiehle Avenue.	To be determined based on the outcome of the traffic analyses. Project team will review and provide appropriate recommendation.	V-O

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US 50 and Rugby Road (5321-5421)	Eliminate the signals on FCP.	This study is focused on short-term improvements. The Long Range Planning Study will consider replacing traffic signals with interchanges.	V-O
Fox Mill Road & Elden Street	Time the lights crossing the toll road between Fox Mill & Elden Street, not just during the rush hour.	Comment noted. The short-term improvements include traffic signal timing improvements near the Dulles Toll Road area.	V-O
Fox Mill Road (6021)	Add longer northbound right turn lane and a 2 nd southbound left turn lane from FCP to Fox Mill Road.	Project team will review and provide appropriate recommendation.	V-O
General	Drainage goes from 286 right into the backyards of those on Archdale Road in Reston. Water fills our backyards. Street is graded right into our yards.	This comment is not related to multimodal transportation improvements. However, this issue will be referred to VDOT maintenance division for evaluation.	G
Fox Mill Road and Sunrise Valley Drive (6021-6121)	Put a sound wall on both sides of the road between Fox Mill Road & Sunrise Valley Drive. Along Archdale Road we have the Colonial pipeline and are limited by trees we can plant to help with sound.	Sound walls will be considered with future improvements during the environmental review phase of a project.	G
I-95 to Rolling Road (1800-2100)	Phase II of FCP Extension is not solving the congestion from Ft. Belvoir N. evening traffic. The off-ramp is one lane where two lanes are needed.	The comment is unclear which ramp is suggested for widening to two lanes. Interchange improvements including ramp widening is under construction at the at FCP/FSP/Rolling Road interchange. Also, VDOT has an interchange improvement project at I-95/FCP with ramp improvements that is waiting for construction funding.	V-O
General	Think about sectionalizing this study so that residents can better understand the impact of the project to their communities rather than trying to decipher a 31-mile corridor.	The project is aimed at providing a comprehensive evaluation of safety and operations along the corridor. Wherever possible, information has been and will continue to be documented geographically to aid in the review of project findings by the public.	G
John Kingman Road (1321)	Not sure triple left turn onto John Kingman is a good idea. Perhaps wait until the widening of Route 1 is completed before approving this project.	Traffic conditions at this location warrant the provision of a triple left.	V-O
General	Grade separation at most intersections on the FCP and FSP are badly needed.	This study is focused on short-term improvements. The Long Range Planning Study will consider replacing traffic signals with interchanges.	G

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Route 123 to Route 29 (4421-4926)	We are dependent on the traffic light at Popes Head to exit our neighborhood as are two other neighborhoods further down the Parkway. Eliminating the light would mean we have no safe way to exit.	This study is focused on short-term improvements and has not proposed an interchange. A future interchange under consideration by Fairfax County in conjunction with the Shirley Gate extension project may eliminate the signal at Popes Head Road.	V-S
Colchester Meadow Lane (4631)	The refuge area in the median break is already small, adding portions of two new lanes will make it even narrower. Taking the median away would keep us from turning north at all and having to make a U-turn to go north on the Parkway is just as dangerous.	The future FCP widening will be evaluated in the Long Range Planning Study.	V-S
Colchester Meadow Lane (4631)	Three school buses stop at Colchester Meadow in the morning and afternoon. Children's safety would be at risk with 6 lanes.	The future FCP widening will be evaluated in the Long Range Planning Study.	V-S
Colchester Meadow Lane (4631)	With 6 lanes, the sound would be greater. It's bad enough now, adding lanes would make it worse. Sound walls would help.	The future FCP widening will be evaluated in the Long Range Planning Study. Sound walls will be considered with future improvements during the environmental review phase of a project.	G
General	The lack of overhead lighting is a problem. Some signs are in such disrepair they are impossible to view using headlights alone after sundown.	Project team will review and provide appropriate recommendation. It should be noted that it is not's VDOT's policy to provide lighting for all overhead signage.	G
General	We need accessible direct fiber routes between Ft. Belvoir and Reston. Currently the physical routes along FCP are poor and easements are completely messed up.	No response provided as the comment does not appear related to multimodal transportation improvements and is therefore not relevant to the study.	G
I-95 Ramp, Loisdale Road (1806, 1821)	The study should recognize that the I-95 flyover project (UPC 93033) as it impacts possible solutions at Loisdale Rd/I-95 ramp signal. Future widening to extend the northbound right-turn lane would require significant right-of-way not identified for UPC 93033 from Parkway Express and impact the operations of the car wash. These impacts are significant and should be recognized in the study.	Right-of-way will be a consideration for all projects and a determining factor as to whether the project moves forward. The project team will evaluate feasible solutions to mitigate the concern noted with respect to right-of-way.	D

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I-95 Ramp, Loisdale Road (1806, 1821)	The opportunity to shift the southbound lanes to the south after the I-95 bridge without changing the flyover piers (but adjusting the loops ramp curves) to allow the Fairfax County Parkway median to be shifted south, with a transition to the south adjacent to the tank farm (Fairfax Co., Tax Map 99-3((1)) Parcel 12) provides potential flexibility for long-term widening. The short-term concepts should consider the long-term anticipated operations so that improvements with UPC 93033, if funded, do not require significant property acquisition and redesign for a future 6 lane widening. The planning study needs more detail.	Project team will review and provide appropriate recommendation.	D
I-95 Ramp, Loisdale Road (1806, 1821)	Alternative shared use path buffers should be considered in order to minimize land take if short-term and long-term land takes impact the existing landscape buffer and car wash lane at Parkway Express.	Project team will review and provide appropriate recommendation.	BP
Heather Way (7131)	Sight distance is poor at this intersection making left-turn movements due to the height of grass in the median and vertical curvature of the roadway. Consider paving the ends of the median nose to eliminate grass maintenance needs. This is a major safety concern.	Grass maintenance issue has been reported to VDOT maintenance division for follow-up and resolution. Project team will review and provide appropriate recommendation related to the roadway geometry and sight distance.	BP-S
General	School buses stop in the middle of the Parkway, e.g., at Popes Head Road intersection. Can buses be re-routed?	Project team will review, coordinate with Fairfax County staff and provide appropriate recommendation.	V-S
General	Is it safe to have crosswalks across the entire Parkway, with 40 – 50 MPH traffic? Lee Chapel Road is an example of an intersection with moderate pedestrian volume. Unsignalized intersections are also very concerning.	It is safe because there are pedestrian signals. Safe pedestrian crossing is provided at signalized intersections. Pedestrian signals are provided to facilitate safe crossing of the Parkway.	BP-S

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Burke Centre Parkway (4421)	Low left-turn volume westbound from Burke Centre Parkway interrupts high volume through movements.	This intersection has a number of improvements identified, one of which includes the elimination of the left-turn movement to improve operations along FCP.	V-O
Popes Head Road (4721)	The Popes Head Road intersection is dangerous.	This intersection was identified as one of concern during the crash analysis. Mitigation measures have been identified to address the crash patterns noted at this location.	V-S
Dulles Toll Road westbound (6222)	The proposed changes to these intersections do not provide adequate safety for cyclists and pedestrians using this portion of the trail. Of particular concern is risk to trail users crossing the exit ramp of the westbound Dulles Toll Road. Installing signage prohibiting right turns on red is highly recommended to enhance trail user safety.	Project team will review and provide appropriate recommendation.	BP-S
General	Widening the bike path along the entire corridor should be a serious consideration.	Project team will review and provide appropriate recommendation.	BP
General	Please identify missing shared-use/sidewalk segments on a single map.	Project team will consider this suggestion as the project documentation is prepared.	BP
General	Please identify clearly how shared-use paths/sidewalks traverse interchanges.	Project team will consider this suggestion as the project documentation is prepared.	BP
General	All mainline (FCP) ped signals should be activated automatically, similar to what is done on Reston Parkway from Baron Cameron south. The WALK phase of the signal should be extended as long as possible with the countdown ending when the signal turns red. Currently only a very short WALK signal is used.	Project team will coordinate with the signal timing group to review.	BP
General	Recommended that No Right Turn on Red (NRTOR) be implemented where motorists are allowed to turn right where the paved trail intersections the roadway. Motorists look left, encroach on the crosswalk, and present a real danger to trail users. Where NRTOR is not feasible, we recommend NRTOR When Pedestrians Present signs be used.	Project team will review and provide appropriate recommendation.	BP-S

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General	During construction of curb ramp upgrades and other changes, please ensure that trail users are able to continue to use the trail. This may require detour signage and other considerations.	This comment will be shared with the VDOT construction division since this is a procedural/enforcement issue.	BP
General	Provide some vegetative barrier between the trail and the Parkway, regular removal of sand, gravel and debris, and providing other trail amenities such as water fountains, restrooms, and benches would make the trail much more usable. We know of two bicycle groups, Potomac Pedalers and Tour de Cure, who refuse to use the trail because of its current condition. As a result, the W&OD Trail, which has a trail manager and some of the above amenities, including regular repaving and maintenance, is now overcrowded.	Project team will review and provide appropriate recommendation.	BP
Route 1 to Backlick Road (1121-1621)	This section mentions a potential trail extension of the FCP trail from where it currently ends at Backlick Road to Route 1. Hopefully, this will be included in this project. Extending the trail would complete an important trail link for the Southern part of the county.	Comment noted.	BP
John Kingman Road (1321)	Heavy and constant amount of turning traffic make this intersection difficult to cross going southbound on the parkway trail. Perhaps some type of pedestrian activated signal would help would improve this situation for parkway trail users.	Project team will review and provide appropriate recommendation.	BP-S
Telegraph Road (1521)	When upgrading the northeast corner it would help to have a turning radius that requires traffic to slow to less than 15mph. High visibility cross walks should be placed across Telegraph Road. It might help to have the crosswalk across the northbound on-ramp at the intersection instead of around the curve.	Project team will review and provide appropriate recommendation.	BP

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Terminal Road (1721)	The crosswalk (east leg) is not at the intersection but set back. Since Terminal Road is a low volume road, make the turn 90 degrees, straighten the trail and place the crosswalk at the intersection. Prohibit right on red.	Project team will review and provide appropriate recommendation.	BP
Loisdale Road (1821)	The trail from Loisdale to Terminal Road is very unpleasant, is always covered in debris, and is adjacent to the roadway without any barriers. The plan calls for constructing a full-length through lane in this section. Along with this construction, the trail in this section should also be improved and separated from the roadway. Adding way finding signs is a good idea in this area.	Project team will review and provide appropriate recommendation.	BP
Rolling Road (2122)	Disagree with realigning the crossing -- the proposed change would be more difficult to navigate and make it even harder for drivers to react to the crossing.	The latest available construction plans for the interchange improvements indicates the installation of the crosswalk alignment shown by this study. The project team will verify the final configuration against the study recommendation.	BP
Rolling Road (2122)	Painting yield bars in advance of the crosswalk will likely not improve driver compliance in yielding to pedestrians or cyclists in the crosswalk. This section needs additional treatment to force slower vehicle speeds. In addition to the way finding sign at the Rolling Road intersection, another sign should be placed farther down Rolling where the trail turns into the town house neighborhood and crosses Tanworth.	Project team will review and provide appropriate recommendation.	BP
Stream Way (2231)	Wayfinding signage is needed as this a departure and there is no indication where the trail goes. What is the point of eliminating the curb ramp?	The ramp is recommended for removal to reinforce continuity of the trail to the north. Replacement of the sidewalk with a wider trail will further reinforce the route. After further consideration, replacement of the non-compliant ramp at the T-intersection of Stream Way should occur. Way finding signage will be added to the improvements list in coordination with the ongoing FCDOT wayfinding project.	BP

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Stream Way (2231)	Glad to see that upgrading the narrow sidewalk along Stream Way to a trail is in the plan. Right now there are conflicts between cyclists and pedestrians in this section. As a cyclist I usually use the roadway, but you need to be careful of cars turning off the FSP into Stream Way as their view of Stream Way is blocked by the sound barrier. The trail is often full of debris and glass between Stream Way and Whitlers Creek.	Comment noted	BP
Olde Lantern Way (2421)	The plan doesn't call for any wayfinding signs at this intersection, but it is very confusing to know which way the trail goes. The portion of the trail along the south side of FCP should be widened to a 10 foot trail with wayfinding signs installed. The trail should be marked across the Old Lantern Way bridge.	Wayfinding signage will be added in coordination with the ongoing FCDOT wayfinding project. The project team will review and provide appropriate recommendations with respect to trail widening.	BP
Sydenstricker Road (2521)	The trail across the channelized right-turn to northbound Sydenstricker is dangerous. Visibility for approaching vehicles is limited. Also, there is a guy wire in the middle of the trail.	Project team will review and provide appropriate recommendation.	BP
Pohick Road (2722)	Consider prohibiting right turns on red at this intersection as it can be a difficult intersection to cross. This may help with the issue of right on red drivers blocking the crosswalk and sidewalk ramp. Add signs that turning vehicles must yield to crosswalk users or reduce the curb radius to slow drivers.	Project team will review and provide appropriate recommendation.	BP-S
Seabrook Lane (2724)	Consider prohibiting right turns on red at this intersection as it can be a difficult intersection to cross.	Project team will review and provide appropriate recommendation.	BP-S

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Huntsman Boulevard (3121)	Consider improving visibility of trail users by removing the vegetation and the wall that is blocking the view (SE corner). Consider prohibiting right turns on red at this intersection as it can be a difficult intersection to cross due to driver inattention.	Project team will field review and provide appropriate improvement.	BP-S
Reservation Drive (3221)	Consider prohibiting right turns on red at this intersection as it can be a difficult intersection to cross due to driver inattention.	Project team will review and provide appropriate recommendation.	BP-S
Lee Chapel Road (3321)	The crossing of Lee Chapel Road intersection is most dangerous for southbound trail users as they need to look behind them for right turning vehicles and vegetation blocks the sight line of the right turn lane. Consider getting rid of the channelized right turn onto southbound Lee Chapel and prohibit a right on red.	Project team will field review and provide appropriate improvement.	BP-S
Rolling View Drive (3431)	Cutting through the median here will help.	Project team will consider this feedback when making a final recommendation.	BP
Burke Lake Road (3721)	The proposed change in crosswalk orientation (NW corner) would be more difficult to navigate and make it even harder for drivers to react to the crossing. It is most dangerous for southbound trail users crossing Burke Lake Road southbound vehicles turning onto Burke Lake Road are traveling at high speeds and do not yield to pedestrians in the crosswalk.	Project team will review and provide appropriate recommendation.	BP-S
Ox Road (4322)	The proposed change in crosswalk orientation would be more difficult to navigate and make it even harder for drivers to react to the crossing. Whoever on staff keeps suggesting to link the paths by realigning them perpendicular to the car travel, obviously doesn't use them.	Project team will review and provide appropriate recommendation. The path is shared by bicyclists and pedestrians. The reorientation was intended to minimize exposure to vehicle traffic to improve safety.	BP

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Popes Head Road (4721)	Consider prohibiting right turns on red at this intersection as it can be a difficult intersection to cross when drivers are only looking left to see if the way is clear of oncoming cars.	Project team will review and provide appropriate recommendation.	BP-S
Braddock Road (4821)	The existing crossing on the north side is used by cyclists headed west on Braddock Road who then want to transition to the sidewalk. Consider adding a side path here.	Project team will review and provide appropriate recommendation.	BP
Braddock Road (4822)	The proposed change in crosswalk orientation (NE corner) would be more difficult to navigate and make it even harder for drivers to react to the crossing.	Project team will review and provide appropriate recommendation.	BP-S
Route 29 (4922)	Between Fair Lakes and Route 29 the Parkway trail diverges past the VDOT headquarters on West Ox Road. Wayfinding signage needs to be reevaluated and improved, especially at 4922. Just north of 4922, on the Route 29 bridge, there is always an accumulation of sand and gravel that should be regularly swept.	Project team will review and provide appropriate recommendation.	BP-S
Route 29 (4923)	The proposed change in crosswalk orientation (NE corner) would be more difficult to navigate and make it even harder for drivers to react to the crossing.	Project team will review and provide appropriate recommendation.	BP-S
Route 29 (4924-4926)	The trails here are often covered in debris and can be impassable at times. Routine maintenance to provide a clear pathway is recommended.	VDOT provides maintenance of the trail on a schedule based on available resources.	BP

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Route 50 ramps (5321-5322)	Drivers on this ramp are accelerating to join the traffic headed toward I-66. A larger scale solution is needed here, perhaps a grade separated crossing or full signal actuation. A signal should be accompanied by a warning signal for approaching drivers to be ready to stop so as to minimize the chance of a rear-end collision. Sight distance needs to be improved for southbound trail users crossing the ramp for northbound Parkway traffic. The concrete barrier limits visibility.	Project team will review and provide appropriate recommendation. A larger scale solution, if appropriate, will be considered as part of the Long Range Planning Study.	BP-S
Rugby Road (5421)	Consider prohibiting right turns on red at this intersection as it can be a difficult intersection to cross when drivers are only looking left to see if the way is clear of oncoming cars.	Project team will review and provide appropriate recommendation.	BP-S
Stringfellow Road (5621)	Accommodations for cyclists southbound on the FCP trail who want to go south onto Stringfellow Road cannot do so safely. Currently, cyclists must cross on the east side of the intersection, then backtrack north to cross to the southbound side of Stringfellow Road. A possible solution is to install a detector that recognizes bikes.	Project team will review and provide appropriate recommendation.	BP-S
Horsepen Run bridge	Located between West Ox Road and Franklin Farm Road, there is a narrow, 6-foot wide bridge. It was replaced a few years ago, I believe by FFX Co Park Authority. It is too narrow and not in compliance with the standards for the Parkway trail. Bicyclists approach the bridge on very steep trail segments. I know of at least on woman who was seriously injured when she fell on the bridge. It needs to be replaced with at least a 10 foot bridge, and the grade entering the bridge needs to be lessened.	Project team will review and provide appropriate recommendation.	BP-S

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Sunrise Valley Drive (6121)	Intersection is already dangerous for pedestrians, especially when crossing the unsignalized westbound Sunrise Valley Drive turn lane to northbound FCP. Very poor sight distance for southbound trail users. Improve sight distance and consider a pedestrian activated warning signal. Please don't make this crossing more dangerous for trail users.	Project team will review and provide appropriate recommendation.	BP-S
Dulles Toll Road westbound (6222)	Recommend No Right Turn on Red at traffic signal for motorists headed northbound from westbound ramp. Motorists turning right look left and ignore oncoming trail users. They also regularly block the crosswalk. A cyclist was severely injured at this intersection recently due to a motorist turning right on red without looking. At a minimum a No Right Turn on Red When Pedestrians Present sign should be used.	Project team will review and provide appropriate recommendation.	BP-S

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Summary of Public Meeting Comments and Responses



Location	Comment	Response	Type*
Spring Street (6321)	<p>Pedestrian warning signs and yield bars will have little impact on pedestrian/bike safety. The Reston Metro Access Group (RMAG) recommendation is:</p> <p>At Sunset Hills Road, the trail crosses an on-ramp from Fairfax County Parkway to Sunset Hills Road where vehicle speeds are fairly high, visibility is low and there is no traffic control device that requires vehicles to stop making this a very dangerous crossing for bicyclists. A redesign of this ramp will be necessary in order to improve safety in addition to other treatments:</p> <ul style="list-style-type: none"> • Widen waiting area for bicycles • Widen curb ramps • Pedestrian countdown signals • High visibility crosswalk • Warning signage and flashers with automatic detection 	Project team will review and provide appropriate recommendation.	BP-S
New Dominion Parkway (6421)	No Right Turn on Red for eastbound New Dominion Parkway traffic is currently in effect as it should be for other intersections. The leading pedestrian signal is an improvement but is often encroached upon by northbound Parkway traffic turning right on New Dominion Parkway.	Project team will review the northbound traffic encroachment issue and provide appropriate recommendation.	BP-S
Baron Cameron Avenue (6521)	Disagree with realigning the crossing. The existing crosswalk needs to include ladder markings as shown on the drawings. Also, the pedestrian signal button on the north side of Baron Cameron is facing away from trail users. It should be moved to the other side of the pole.	Project team will review and provide appropriate recommendation.	BP

Fairfax County Parkway (FCP) and Franconia-Springfield Parkway (FSP) Corridor Improvement Study
 Summary of Public Meeting Comments and Responses



Location	Comment	Response	Type*
N. Walnut Branch Road (6721)	Recommend No Right Turn on Red for eastbound N Walnut Branch traffic	Project team will review and provide appropriate recommendation.	V-O
Newport Road (6821)	Recommend No Right Turn on Red for eastbound Lake Newport traffic.	Project team will review and provide appropriate recommendation.	V-O
Wiehle Avenue (7021)	Realigning crosswalks will be expensive and have little impact on pedestrian/bike safety. Recommend No Right Turn on Red for eastbound Wiehle traffic.	Project team will review and provide appropriate recommendation.	BP-S
Sugarland Road (7221)	Moving the stop bar will likely not improve pedestrian/bike safety and it will be costly to realign the trail. In fact I think it will put trail users in more danger because motorists will encroach into the crosswalk. Recommend No Right Turn on Red signs instead. Also, need wayfinding signage to guide trail users along detour where trail is not adjacent to the Parkway - there are no directional wayfinding signs. Recommend at least 6 signs at 3 locations: FCP/Sugarland Run, Sugarland Run/Holly Knoll Drive, and where the trail crosses Sam Neel Drive. Sight distance for northbound cyclists is very poor at that location. Vegetation needs to be cut.	Wayfinding signage will be added in coordination with the ongoing FCDOT wayfinding project. The project team will review and provide appropriate recommendations with respect to stop bar adjustments. VDOT provides maintenance of the trail on a schedule based on available resources.	BP-S

Fairfax County Parkway (FCP) and Franconia-Springfield Parkway (FSP) Corridor Improvement Study
 Summary of Public Meeting Comments and Responses



Location	Comment	Response	Type*
<p>Bonniemill Lane (7521)</p>	<p>Out of all the intersections from Ox Road to 495 this is one of the easier ones to navigate when biking on the trail. There are good sight lines from all streets in the intersection. The pedestrian walk phase across the parkway is red for all traffic. The issue I've seen here is westbound drivers are running the stop light at high speed. It is probably an issue since this is the first traffic signal after getting on FSP at Beulah. The plan calls for additional signs warning of a signal ahead, retroreflective back plates on the signals, and signal ahead painted on the pavement. These are good ideas. The high-visibility crosswalk across Spring Village will also help. There isn't anything in the plan to help reduce the number of right on red drivers turning into Spring Village or onto FSP from Bonniemill that don't look or yield for pedestrians in the crosswalk. I often see the elderly residents of Green Spring Village using the parkway trail in this area. Making this intersection no turn or red would make it safer for them and everyone else (other drivers and trail users). Residents in the area have told me there are a lot of vehicle accidents at Hoes Road and Bonniemill as drivers going northbound on Hoes fail to stop at the stop sign. This intersection should be a four-way stop. There is a stop bar on Bonniemill, but no actual stop sign. Extension of the sidewalk along FSP should be a shared-use path to provide the neighborhood bike as well as pedestrian access to the FSP trail.</p>	<p>Project team will review and provide appropriate recommendation.</p>	<p>BP</p>

Fairfax County Parkway (FCP) and Franconia-Springfield Parkway (FSP) Corridor Improvement Study
 Summary of Public Meeting Comments and Responses



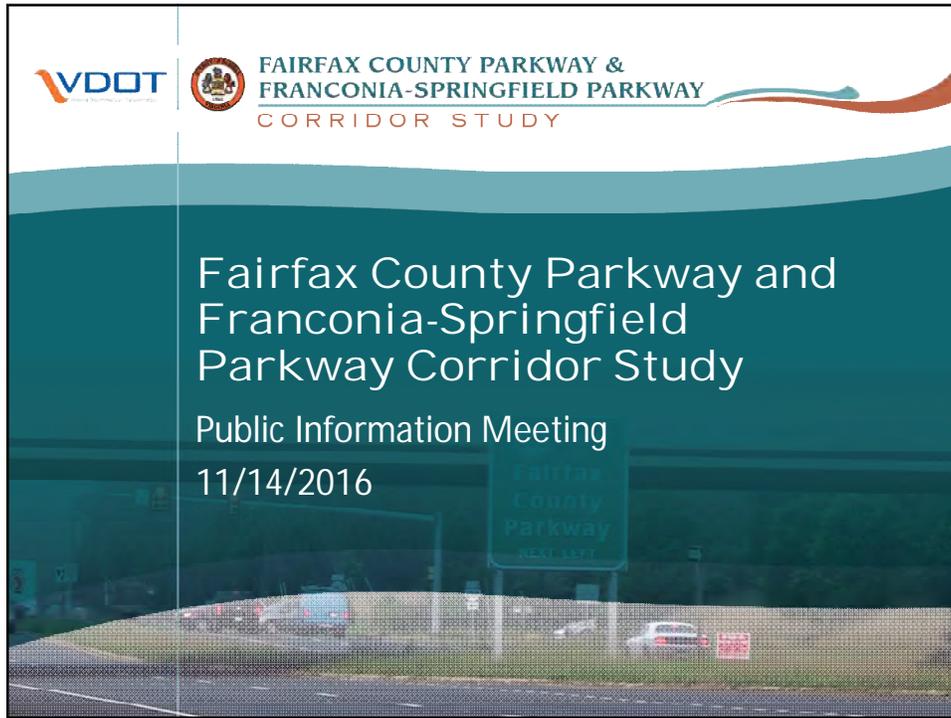
Location	Comment	Response	Type*
Frontier Drive (7821)	The plan calls for providing lane markings from where the bike lane ends on Frontier to guide cyclists to the Metro. It isn't clear what type of markings will be done, but it is easy to where the Metro is. The hard part is navigating the five lanes of turning traffic through the intersection. From under the bridge and into the Metro a protected bike lane would add safe access to the Metro. Get rid of the channelized right turn from the FSP into the Metro and there would be enough room to add bike lanes into the Metro.	Project team will review and provide appropriate recommendation.	BP
Beulah Street (8121)	Removing the channelized right turn from Beulah onto FSP, extending the bike lanes, and improving the pedestrian refuges in this intersection are improvements. But if the pedestrian and cyclist volume is high in this intersection, why not remove all of the channelized turn lanes in this intersection? The plan extends bike lanes through the intersection, but the lanes end before and starts after the channelized turn lanes. There is still no clear path through this intersection for cyclists using the bike lanes.	Project team will review and provide appropriate recommendation.	BP-S
General	Is it possible to conduct a noise study on sections of the parkway that do not have noise walls?	No new sound walls have been identified as part of the existing conditions study. Additional sound walls may be considered with future projects as part of the environmental review process.	G
General	When will the long-term study begin? What is the intended goal for the long-term study?	Initial project efforts will begin in late summer 2016. The study will identify a long-term vision for the corridor and update the comprehensive plan.	G
Sunrise Valley Drive (6121)	Travel time degradation is noted along FCP. What analysis has been completed along Sunrise Valley Drive?	The focus of travel time evaluation is along FCP; however, delay will be determined for side street approaches to FCP.	V-O

Fairfax County Parkway (FCP) and Franconia-Springfield Parkway (FSP) Corridor Improvement Study
 Summary of Public Meeting Comments and Responses



Location	Comment	Response	Type*
General	What is the timeframe for the widening of FCP between Sydenstricker Road and Route 123? What is the timeframe for requesting funding for design and implementation of FCP widening north of I-95 and HOV lane designation?	The widening for this segment of FCP is unfunded, so a timeframe for widening cannot be identified at this time. The same holds true for the overall widening implementation with HOV lanes.	G
General	Is it FCDOT's expectation to be worse/much worse in 2019? Is there any intent to influence with the long-term study any projects identification in the Northern Virginia Transportation Authority's FY 2018-2023 Six-Year Program that may be missed by the VDOT short-term study?	The scope of the Long Range Planning Study is still under development. Coordination with NVTA and other transportation partners is on-going.	G
General	I thought the designation of HOV/HOT lanes on Virginia roads is only through the Commonwealth Transportation Board? What is the Northern Virginia Transportation Authority's role?	The Commonwealth Transportation Board is the body responsible for making HOV/HOT designations in the Commonwealth.	G
General	Will any widening to six or more lanes on any section of FCP be accompanied by planning for HOV implementation or tolling?	That will be a component of Long Range Planning Study.	G

*V-O: vehicle-operations, V-S: vehicle-safety, BP: bike/ped, BP-S: bike/ped-safety, D: design, T: transit, G: general



Agenda

- Introductions
- Existing Conditions Overview
- Identified Transportation Issues
- Recently Completed/Ongoing Projects
- Preliminary Short-Term Improvements
- June 2016 Public Meeting Summary
- Additional Issues/Short-Term Improvements
- Project Next Steps
- Questions/Comments

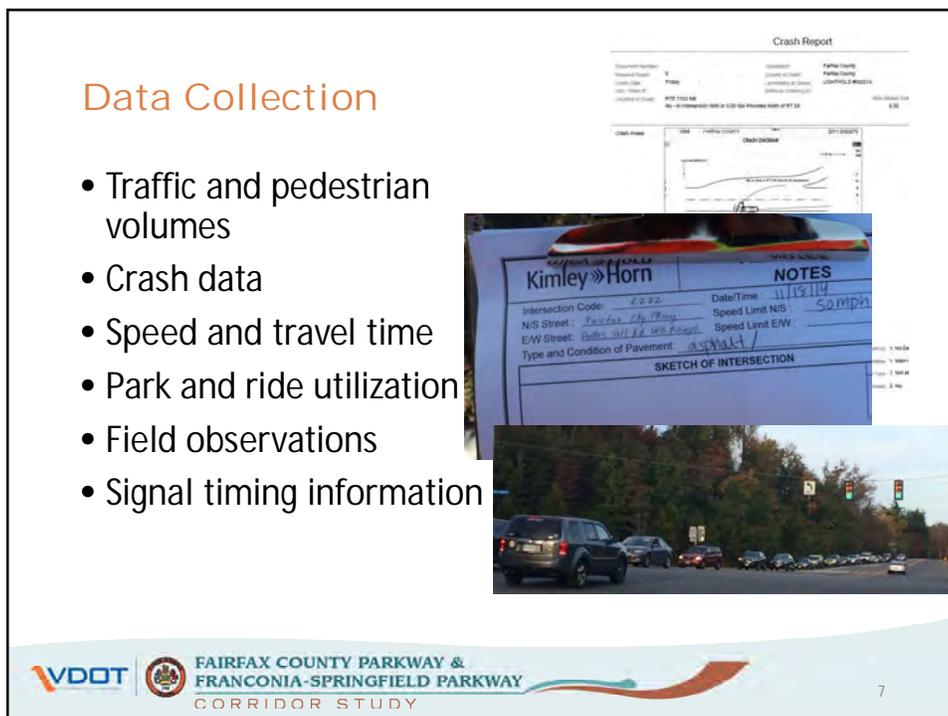
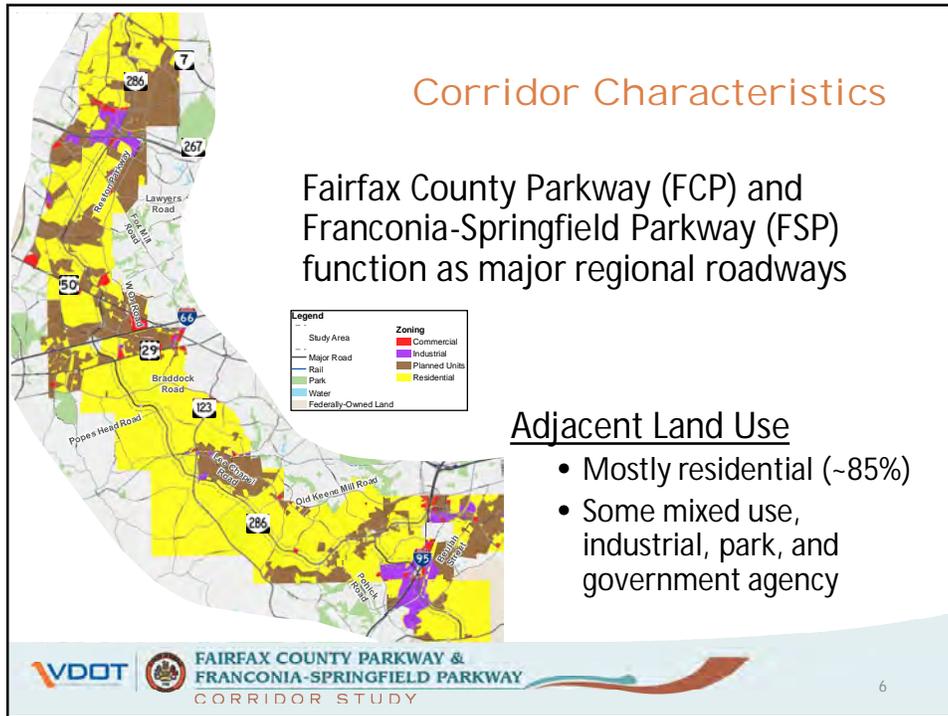
Project Purpose (Short/Mid-Term Study)

- Assess existing conditions
- Identify transportation issues
- Develop multimodal short-term improvements



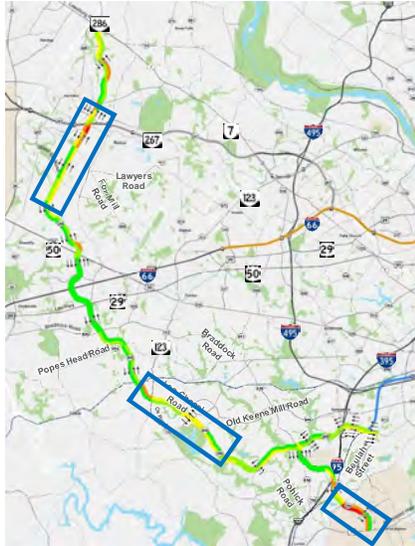
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Speed Data

AM Peak Hour

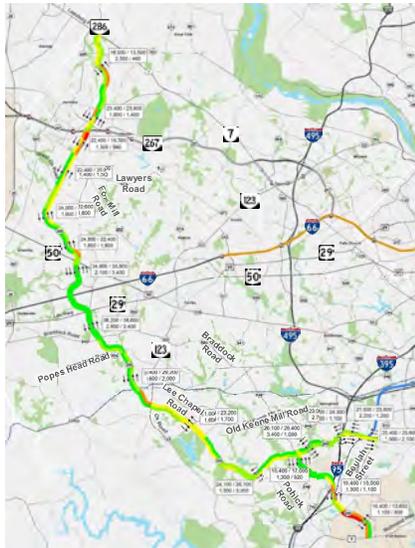


PM Peak Hour

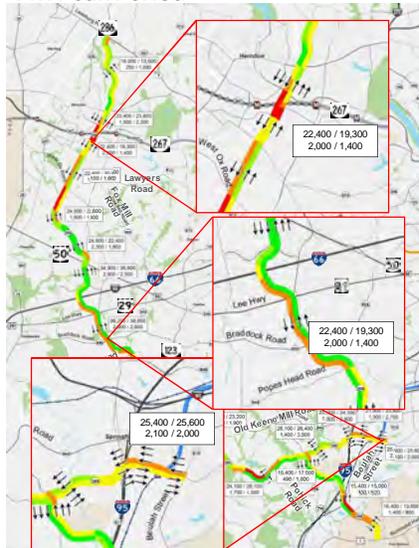


Traffic Volumes

AM Peak Period

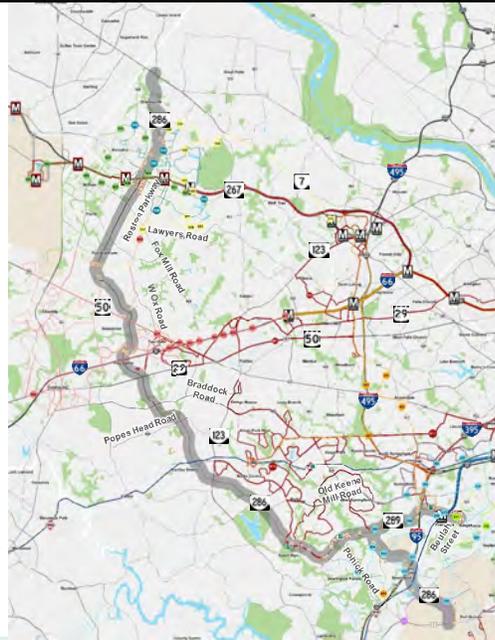


PM Peak Period



Transit Service

- Limited transit service is provided along FCP and FSP
- WMATA Metrorail
 - Direct access to Blue Line
 - Indirect access to Orange and Silver Lines
- WMATA Metrobus and Fairfax Connector bus services
 - Peak headways of 20-40 minutes
 - Off-peak headways of 40-70 minutes



Bicycle and Pedestrian Infrastructure

- Over 26 miles of shared-use paths, along FCP and FSP
- Generally sidewalks are along adjacent neighborhood streets



Agenda

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FAIRFAX COUNTY PARKWAY &
FRANCONIA-SPRINGFIELD PARKWAY
CORRIDOR STUDY

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Reoccurring Traffic Congestion - Segments

1. Spring Street to Franklin Farm
2. I-66 to Route 123
3. Lee Chapel Road to Hooes Road
4. I-95 to Richmond Highway



FAIRFAX COUNTY PARKWAY &
FRANCONIA-SPRINGFIELD PARKWAY
CORRIDOR STUDY

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Reoccurring Traffic Congestion - Intersections

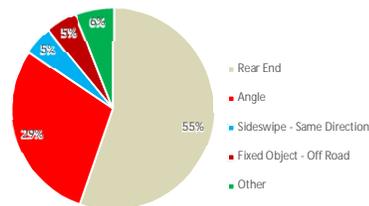
1. FCP and Route 7
2. FCP and Wiehle Avenue
3. FCP and Lake Newport Road
4. FCP and Rugby Road
5. FCP and Burke Lake Road
6. FSP and Bonniemill Road
7. FSP and Beulah Street



- ① Segment
- ① Intersection

Safety Analysis

- Modern roadway design
- Crash rates below statewide and regional rates
- Mostly property damage only crashes
- Fatalities – mostly caused by impaired drivers
- Frequent crash types:
 - Rear-end
 - Angle



Safety Analysis

“Hot spot” = location with more crashes than the critical crash density (based on statistical calculation)

- 8 segments
- 10 intersections



Missing Paths and Bus Stop Pads

Locations without adjacent shared-use path:

1. FCP: Sugarland Road to Heather Way
2. FCP: Monument Drive to Route 29
3. FCP: Burke Center Parkway to Route 123
4. FCP: FSP to Loisdale Road
5. FCP: John J. Kingman to Richmond Highway



Non-ADA Compliant Facilities

- Curb ramps
- Push button locations
- Bus stops



FAIRFAX COUNTY PARKWAY &
FRANCONIA-SPRINGFIELD PARKWAY
CORRIDOR STUDY

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Other Transportation Issues

- No/limited traveler information
- Poor lighting
- Inconsistent roadway characteristics



FAIRFAX COUNTY PARKWAY &
FRANCONIA-SPRINGFIELD PARKWAY
CORRIDOR STUDY

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Agenda

- Introductions
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- **Recently Completed/Ongoing Projects**
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Recently Completed Projects

- Franklin Farm Road eastbound right-turn signal improvements
- Rolling Road interchange
- High Visibility Signal Backplates



Ongoing Projects

Under Construction

- Richmond Highway widening
- Route 29 widening between Shirley Gate Road and FCP
- FCP southbound auxiliary lane between Route 29 and Braddock Road

Key Projects Planned or Under Design

- FCP widening between Route 29 and Route 123
- FCP improvements between Backlick Road and Richmond Highway
- I-66 Express Lanes
- Frontier Drive Extension
- Shirley Gate Road Extension (Study)
- Improvements at John J. Kingman intersection
- Bus stop improvements
- Trail wayfinding and crossing improvements

Agenda

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Maintenance/Programmatic Improvements

- Signage and pavement markings
- Signal timings
- ADA upgrades
- Drainage improvements/debris removal
- Vegetation trimming/removal
- Implementation generally 0-3 years



Example 1 – FSP Westbound Ramps and Backlick Road June 2016



Capital Project Improvements

- Spot traffic operational intersection improvements
- Sidewalks, paths, and bus stop pads
- Safety enhancements
- Dynamic message signs to provide traveler information
- Implementation generally 2-10 years



Example 2 – FCP and Huntsman Boulevard November 2016



Agenda

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Summary of Public Comments

- 3 meetings at 3 different locations
 - Mt. Vernon, Springfield, Herndon
- 130 total comments
 - 58 bicycle/pedestrian operations and safety
 - 38 vehicle traffic operations and safety
 - 34 other general comments
- Summary of all comments and VDOT responses on project website:

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

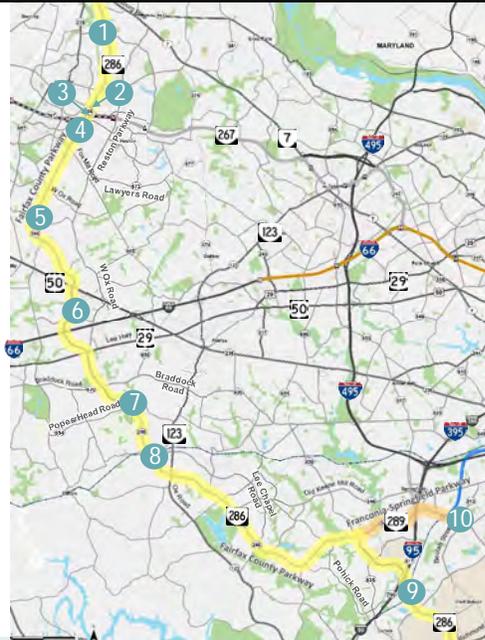
Summary of Public Comments – Vehicle Traffic

Key Intersections

1. Wiehle Avenue
2. Spring Street
3. Dulles Toll Road Ramps
4. Sunrise Valley Drive
5. Franklin Farm Road
6. Fair Lakes Parkway/Monument Drive
7. Popes Head Road
8. Burke Centre Parkway
9. Loisdale Road
10. Beulah Street

Overhead lighting

- Intersections
- FCP Trail
- Overhead guide signs



Summary of Public Comments – Bicycle/Pedestrians

- Difficult crossings along the FCP Trail
 - Spring Street
 - Dulles Toll Road Ramps
 - Sunrise Valley Drive
 - Route 50
- Gaps in the existing FCP Trail
 - I-66
 - Route 123
 - Rolling Road to I-95
- Improve FCP Trail wayfinding

Summary of Public Comments – Bicycle/Pedestrians

- Restrict right turn on red at trail crossings
 - VDOT is investigating changing the pedestrian traffic signals at trail crossings to have more WALK time along FCP
- Align crosswalks with the FCP trail
 - VDOT recommendation is to provide a safer perpendicular crossing



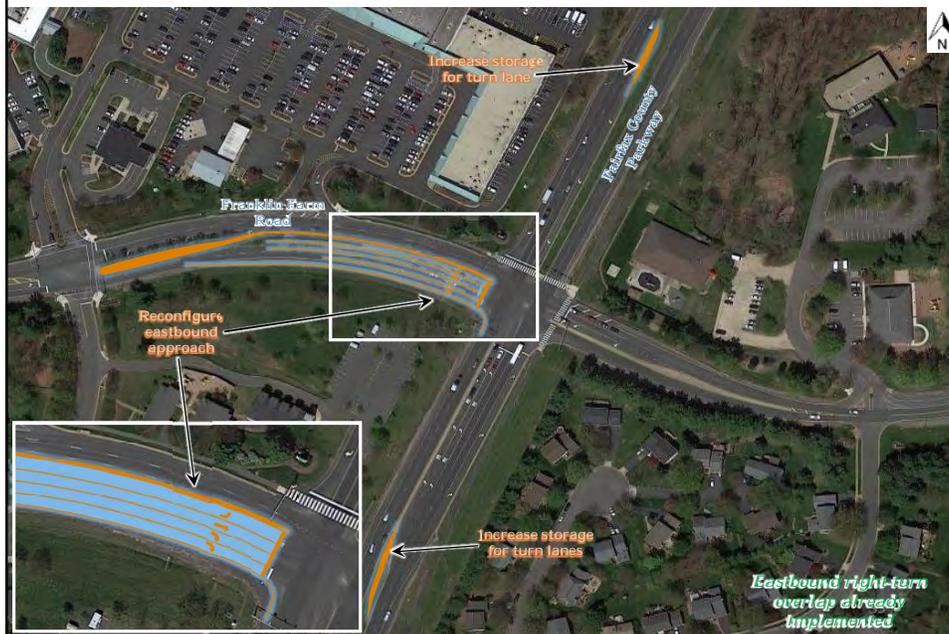
Agenda

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Example 3 – FCP and Franklin Farm Road June 2016



Example 3 – FCP and Franklin Farm Road November 2016



Example 4 – Trail Improvement



Agenda

- Introductions
- Existing Conditions Overview
- Identified Transportation Issues
- Recently Completed/Ongoing Projects
- Preliminary Short-Term Improvements
- June 2016 Public Meeting Summary
- Additional Issues/Short-Term Improvements
- **Project Next Steps**
- Questions/Comments



Project Next Steps

- Finalize existing conditions analysis
- Finalize transportation issues list
- Finalize short-term improvements based on comments and feedback
- Develop cost estimates
- Prioritize projects
- Final Report (Spring 2017)
- Coordinate with Long Range Planning Study

Questions and Comments

Provide comments

- Email:
meeting_comments@vdot.virginia.gov
- Paper forms available
- Project website:
http://www.virginiadot.org/projects/northernvirginia/fairfax_county_parkway.asp

Project Contacts

For questions and comments about the study please contact:

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Fairfax County

Leonard Wolfenstein

Leonard.Wolfenstein@fairfaxcounty.gov



County of Fairfax, Virginia



County of Fairfax, Virginia

Fairfax County Parkway/ Franconia-Springfield Parkway

Alternatives Analysis and
Long-Term Planning Study

*Public Information Meetings
November 2016*

Department of Transportation



County of Fairfax, Virginia

Agenda

- Corridor History and Background
- Project Purpose and Need
- Comprehensive Plan Overview
- Table Discussion
- Next Steps

Department of Transportation

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County of Fairfax, Virginia



County of Fairfax, Virginia

Corridor History and Background

- Planned as circumferential north-south road connecting to many east-west radial roads in the County
- Opened in segments between 1987 and 2001, with final segment between Route 1 and I-95 opening in 2010
- Officially changed to a Primary Route in 2012
- Designated as a Limited-Access road
- Has a mix of interchanges, signalized, and unsignalized intersections



Department of Transportation

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County of Fairfax, Virginia

Project Purpose and Need

- Region anticipated to grow over the next 30 years with Parkway usage anticipated to increase
- Unique facility that serves much of the County
- Improvements need to be evaluated for long term planning purposes
 - Analyze Comprehensive Plan improvements
 - Identify other needed improvements
 - Prioritization
 - Funding

Department of Transportation

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County of Fairfax, Virginia



County of Fairfax, Virginia

Transportation Plan Map

- Fairfax County Transportation Plan Map shows planned transportation improvements for both Fairfax County Parkway and Franconia Springfield Parkway
- Map is guide for long-term transportation improvements
- Approved and adopted by the Board of Supervisors
- http://www.fairfaxcounty.gov/dpz/comprehensiveplan/transportation_plan_map.pdf

Department of Transportation



County of Fairfax, Virginia

Northern Segment Recommendations

- 6 lanes
- HOV lane designation
- 2 proposed interchanges (Sunrise Valley Drive, McLearen Road Extension)
- Express Bus Service
- McLearen Road Extension



Existing	Proposed	Description
		Metrolink Station
		Commuter Parking Lot
		Transit Transfer Center (No Parking)
		Commuter Rail Station
		Rail Station
		Full Interchange Improvement (Dually Directional)
		Partial Interchange Improvement
		Proposed Highway Overpass
		High Occupancy Toll (HOT) Lanes
		High Occupancy Vehicle (HOV) Lanes
		Widen or Improve Arterial Roadway (Number Indicates Proposed Number of Lanes Including HOV or HOT Lanes)
		Construct Arterial on New Location
		Widen or Improve Collector or Local Street (Number Indicates Proposed Number of Lanes)
		Construct Collector or Local Street on New Location or Development Overlay
		(Cross-sections to be finalized during process of finalizing plans for proposed development)
		Proposed Cal-fee Fee
		Rail Transit or Bus Rapid Transit (BRT)
		Enhanced Public Transportation Corridor

Department of Transportation





County of Fairfax, Virginia



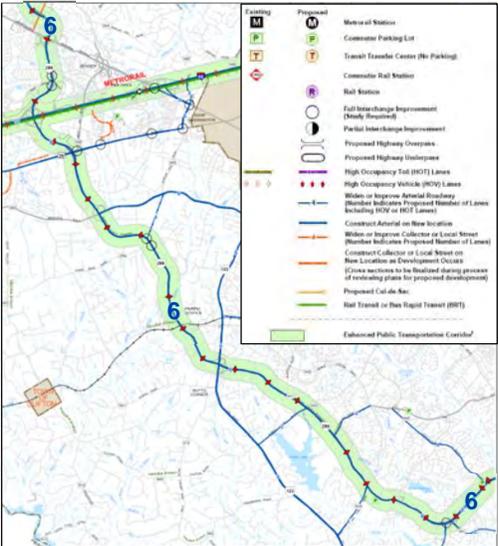
County of Fairfax, Virginia

Central Segment Recommendations

- 6 lanes (8 lanes east of Sydenstricker Road)
- HOV lane designation
- Shirley Gate Road Extension
- Proposed interchange (Shirley Gate Road/Popes Head Road)
- Express Bus Service
- Route 123 widening to 6 lanes

Department of Transportation

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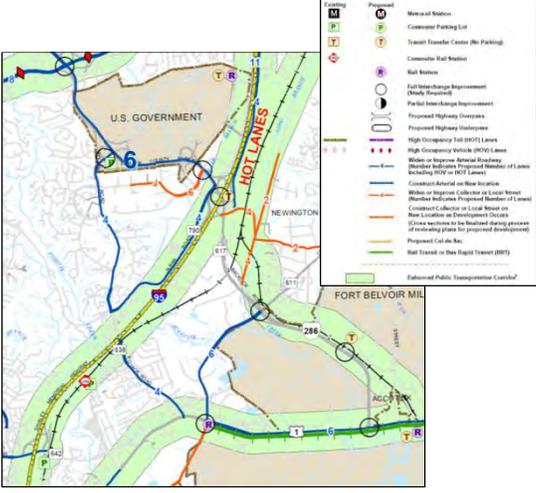
County of Fairfax, Virginia

Southern Segment Recommendations – Fairfax County Parkway

- 6 lanes (Rolling Road to I-95)
- Proposed interchanges
 - John J Kingman Road
 - Richmond Highway
- Express Bus Service
- Rolling Road widening to 4 lanes

Department of Transportation

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County of Fairfax, Virginia



County of Fairfax, Virginia

Southern Segment Recommendations – Franconia Springfield Parkway

- 8 lanes (Rolling Road to Frontier Drive)
- HOV lane designation (Rolling Road to I-95)
- Proposed interchanges
 - Hampton Creek Way Extended
 - Beulah Street/Manchester Blvd.
- Express Bus Service



Department of Transportation

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County of Fairfax, Virginia

Table Discussion

- Goals of the table discussion:
 - Learn how travelers use the Parkways
 - Seek input on future priorities of different users of the Parkways
- Complete questionnaire individually (5 minutes)
- Group discussion at each table (25 minutes)
- Report back to the audience

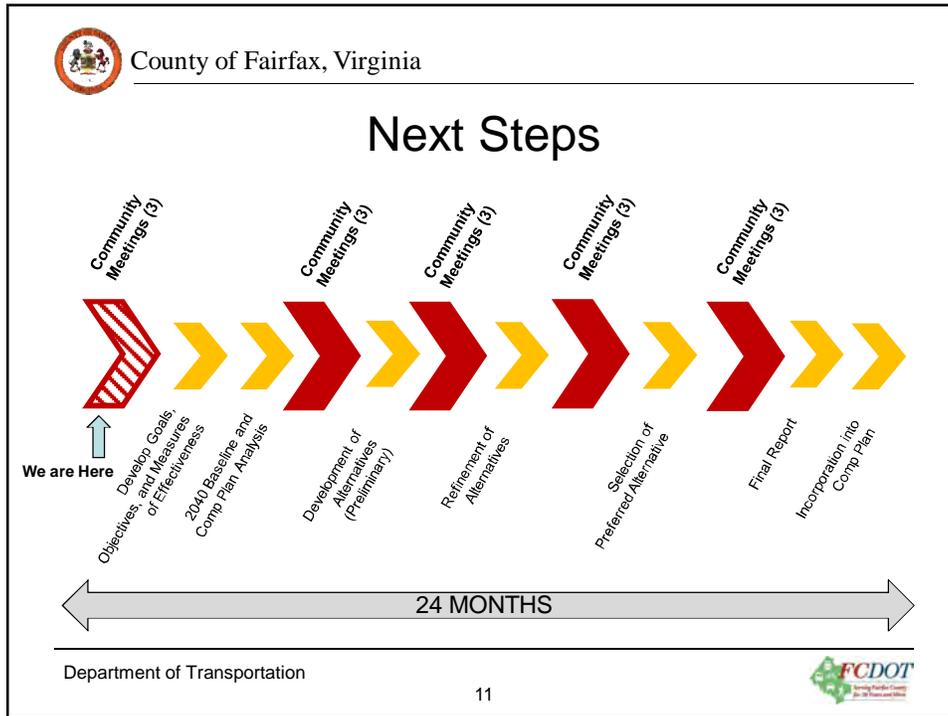
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County of Fairfax, Virginia



County of Fairfax, Virginia

Project Manager:

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 Fairfax County DOT
 703-877-5600
 Leonard.Wolfenstein@fairfaxcounty.gov

Department of Transportation



QUESTIONNAIRE FOR DEVELOPING PROJECT GOALS AND OBJECTIVES

1. Where do you live (neighborhood): _____
2. On an average weekday, how do you currently use Fairfax County Parkway and/or Franconia-Springfield Parkway (the Parkways)? Check all that apply under each heading. Indicate the number of times per week for each travel type.

Travel Mode	When				No. Times per Week	Trip Length		
	Morning (before 10 AM)	Midday (10 AM - 2 PM)	Afternoon (2 PM - 7 PM)	Evening (after 7 PM)		Short (0 - 2 miles)	Medium (2 - 5 miles)	Long (5+ miles)
Drive								
Bike								
Walk								
Transit								
Other: _____								

3. How would you like to use the Parkways? Check all that apply under each trip purpose.

Travel Mode	Travel Mode				Trip Type (along Parkways)				
	Drive	Bike	Walk	Transit	Other: _____	Short (0 - 2 miles)	Medium (2 - 5 miles)	Long (5+ miles)	Multi-Stop
Work									
Personal									
Recreation									
Shopping									
Other: _____									



QUESTIONNAIRE FOR DEVELOPING PROJECT GOALS AND OBJECTIVES(Continued)

- 4. What do you think should be prioritized? Choose top two.**
- Traffic on the Parkways
 - Traffic crossing the Parkways
 - Traffic turning onto the Parkways
 - Other _____
- 5. What strategies would you like to see for meeting the future transportation needs along the Parkways? Check all that apply.**
- | | |
|---------------------------------------------------------------|-------------------------------------------------------------|
| <input type="checkbox"/> High Occupancy Vehicle (HOV) Lanes | <input type="checkbox"/> Adding Capacity (more lanes) |
| <input type="checkbox"/> High Occupancy Tolling/Express Lanes | <input type="checkbox"/> Adding Capacity (new interchanges) |
| <input type="checkbox"/> Technology/Traveler Information | <input type="checkbox"/> Bicycle/Pedestrian Facilities |
| <input type="checkbox"/> Transit | <input type="checkbox"/> Other _____ |
- 6. Should the Parkways have a consistent design or have area specific designs? Does a drive end-to-end along the Parkways need to have the same feel or should it change depending on the location?**
- Consistent Design
 - Area Specific Designs
- Please suggest locations _____
- 7. What strategy should be considered for the potential widening of the Parkways? Check one of the following.**
- Minimal right-of-way (ROW) impacts (limited private property acquisitions)
 - Unconstrained by ROW (provide sufficient number of lanes to match traffic demand)
- Additional comments: _____
- 8. What other comments or suggestions do you have regarding the goals and objectives of the long-term planning study?**