Route 7 Widening project – Reston Pkwy to Jarrett Valley Dr.

0007-029-128. P102 (UPC 52328)

Public Information Meeting Comment Summary

On November 28, 2012, from 6:00 to 8:30 pm, VDOT held a Public Information Meeting to discuss the referenced project. The meeting was held at Colvin Run Elementary School, 1400 Trap Road, Vienna, Virginia. 94 people signed in using the sign-in sheet, and a total of 58 comments were submitted. The following is a very general summary and tabulation of the comments that were received:

Do you support the project?
17 people expressed support for the project
10 people indicated that they do not support the project
2 people indicated that they were uncertain

Comments
Many people stated that more information is needed
17 Provide increased public transit along the corridor
13 Provide Bus Rapid Transit (BRT)
10 Designate Rte 7 as an “Enhanced Public Transportation Corridor”
11 Construct wide shared use paths and align them with the adjacent road
7 Expressed concern about highway noise
6 Coordinate road design with adjacent bridge over DTR
4 Construct BRT lanes to include on-road bike lanes
4 Provide “Rest in walk” at pedestrian/bike crossings
4 Provide frontage roads
3 Install signal preemption devices for buses
3 Expressed concern about proximity of new road to homes
3 Consider all planning studies, including NVTC 2040, SuperNOVA, and Rte 7 Transit Feasibility Study
3 Allow HOV3 and vans in BRT lanes
2 Expressed concern about their ability to access mailboxes
2 Widened road will only attract more cars
2 Protect integrity of Colvin Run Mill
2 Preserve rural character of Rte 7 corridor
2 Construct light rail in corridor
2 Four new general purpose lanes are needed, not just two
2 Provide connections to existing neighborhood trail systems
2 Acquire right-of-way now for future transit lanes
One comment each was given for the following subjects:

• Concerned about storm water management ponds
• Install underpass at Colvin Run Mill
• Provide historic marker at site of Wiley’s Tavern
• Widening road is too simplistic
• Bus ridership data is flawed
• Opposed to installation of clustered mailboxes
• Construct frontage road at site of old Covance facility
• Ensure safe intersection at Wolf Trap Road
• Provide Park & Ride lot at McLean Bible Church
• Construction of flyovers will ruin residential neighborhoods
• Eliminate toll from DTR between Rte 7 and I-495
• Close Rte 7 entrances to neighborhoods that have alternate access
• Maintain access to existing neighborhoods
• Construct trail with permeable surface
• Trail could be funded via PPTA
• Build Park & Ride lot in Loudoun County
• Build Kiss & Ride lot in Great Falls
• Charge tolls on Rte 7 near intersection with Georgetown Pike
• Make new lanes for Fairfax County Residents only
• Decrease traffic on Route 193
• Improved road will attract residents from Loudoun County; they should use DTR instead
• Provide historic aesthetic treatment to bridge at Colvin Run
• Do not install any new signals
• Provide advanced traffic management along corridor
• Provide advanced storm water management devices
• Project will benefit residents of Loudoun County
• Reduce tolls on DTR and Dulles Greenway
• Provide grade separation at all intersections
• Construct bus and P&R facilities in non-residential areas only
• Do not construct reversible lanes
• Restore stream at Colvin Run Mill
• Provide bike & bus facilities at Beulah Road fire station
• Extend streetcar to Tysons
• Spend Rte 7 project allocation to pay for DTR tolls, thus encouraging use of DTR instead of widening Rte 7
• Rte 7 will become concrete and asphalt canyon of death
• Locate bike path in median
• Install signal at intersection with Amanda Drive
• Provide bike/ped crossing at Utterback Store Road
• Locate trail across DTR in median
• Provide signal at Middleton subdivision
• Construct new bus-only bridge across Potomac River
• Improve ped connections to bus/mass transit stops
• Synchronize signals along corridor
• Make Rte 7 a limited access road
• Smart cars will eliminate need for new general purpose lanes
• Place existing utilities underground

In addition to the standard written comments, participants were asked to rate the desirability of various alternative road design concepts on a scale from 1 (strongly oppose) to 5 (strongly support). A tabulation of the results is given below:

“In addition to the road widening, the Route 7 Widening Working Group discussed the concepts below. Please rate your level of support for each for these concepts on how they could relate to the Route 7 corridor.”

<table>
<thead>
<tr>
<th>Concept and level of support for each</th>
<th>5</th>
<th>4</th>
<th>3</th>
<th>2</th>
<th>1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Park &amp; Ride Lots</td>
<td>13</td>
<td>4</td>
<td>4</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>HOV Lanes</td>
<td>3</td>
<td>8</td>
<td>3</td>
<td>3</td>
<td>8</td>
</tr>
<tr>
<td>Express lanes (flyover lanes at signalized intersections)</td>
<td>7</td>
<td>2</td>
<td>4</td>
<td>3</td>
<td>6</td>
</tr>
<tr>
<td>Additional bus service</td>
<td>11</td>
<td>6</td>
<td>6</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Reversible lanes</td>
<td>6</td>
<td>3</td>
<td>2</td>
<td>4</td>
<td>8</td>
</tr>
<tr>
<td>Eliminating some median crossovers</td>
<td>8</td>
<td>2</td>
<td>5</td>
<td>2</td>
<td>3</td>
</tr>
</tbody>
</table>