

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

0007-029-128. P102 (UPC 52328)

Pubic 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.”

Concept and level of support for each	5 Strongly support	4 Support	3 Neutral	2 Do Not Support	1 Strongly Do Not Support
Park & Ride Lots	13	4	4	2	1
HOV Lanes	3	8	3	3	8
Express lanes (flyover lanes at signalized intersections)	7	2	4	3	6
Additional bus service	11	6	6	1	0
Reversible lanes	6	3	2	4	8
Eliminating some median crossovers	8	2	5	2	3