

Route 7 Working Group Meeting #1 – Comments & Responses

Meeting #1 – 02-01-2012

(Revision incorporated 4/6/12)

Jenifer Joy Madden's comments:

1. Please be more specific about benchmarks, goals and dates. Allow group to review timetable.

Response: As the project progresses, VDOT will refine the schedule below and continue to share timetable with Working Group:

- January 2012 – June 2012: complete Corridor Safety Study
- February 2012 – February 2013: obtain citizen input via regular Working Group meetings
- March 2012 – September 2012: update location survey
- September 2012: complete conceptual design exhibits
- September/October 2012: Citizen Information Meeting (CIM)
- October/November 2012: CIM Public Comment Period
- October – December: Develop Responses to CIM Comments
- January 2013: post white paper summary, conclusions, design exhibits to project website and begin preliminary design
- March 2014: complete environmental document (Environmental Assessment) per NEPA requirements
- May 2014: Public Hearing

If funding for right-of-way acquisition/utility relocation becomes available, we anticipate this process would take approximately three years to complete. If funding for construction becomes available, we anticipate this process would take an additional three years to complete.

2. Please apply "Complete Streets" principles to the project going forward. Be sure to state those principles and explain at public meetings. <http://www.completestreets.org/complete-streets-fundamentals/complete-streets-faq/>

Response: This project will apply "Complete Streets" principles including accommodations not only for motorists, but also for pedestrians and bicyclists.

3. If possible, please have an interim meeting before April to sort out responsibilities with FCDOT in light of the arrival of Metrorail in Tysons Corner and Reston. For instance, so bus stops are vetted, located, installed and connected to by sidewalks on Route 7 before the stations open in Jan 2014, someone has to get going now. See #8. Also coordinate with Nick Roper re: work on Route 7 Dulles Toll Road bridge replacement project.

Response: VDOT will continue to work closely with Fairfax County DOT as partners in the project development and design. Fairfax County to evaluate bus stop locations. The Route 7 Widening Project is currently being coordinated with Nick Roper (VDOT NOVA District Structure & Bridge Engineer) for the Route 7 Bridge Replacement over the Dulles Toll Road project.

4. Determine whether the location and planning of park-and-ride-bus lots should be included in your work or if the county should assume that responsibility in the near term. (See #2 above). Either way, lots are needed on both sides of highway hopefully before Metrorail opens in late 2013.

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Response: Comment has been forwarded to Fairfax County. While park and ride facilities are not included in the scope of the Route 7 Widening Project, they could be beneficial to the corridor. There may be limitations, however, that will need to be considered, including the desire to minimize right-of-way impacts, stormwater management requirements, environmental constraints, etc. We can investigate opportunities within existing right-of-way. Additionally, commercial properties may be willing to donate spaces.

5. Assess and map location of all public facilities on and near the Route 7 corridor including schools, fire stations (like the new one on Beulah), and libraries for possible co-purposing of public land. (See next item)

Response: Location survey, including property owner information, will be updated by late 2012.

6. Regarding the new fire station at Beulah, since a bus stop is located right there, it is a prime location for a covered bus shelter with a pull off-lane for bus passenger pickup as well as park-and-ride co-parking.

Response: Comment has been forwarded to Fairfax County. VDOT will coordinate with Fairfax County DOT regarding the possibility to take advantage of co-purposing public facilities.

7. Re-assess/relocate current and proposed locations of bus stops/shelters along and near corridor.
 - a. Pull census and GIS figures on aging, disabled, student and general population density to assist in locating bus stops. (You can use the maps created for the TDP)
 - b. Consult TMSAMS study, especially about survey results about residents' and business viewpoints on bus service. See Section 6: <http://www.fairfaxcounty.gov/fcdot/tmsams/>
 - c. Consult TDP, Connector and Metro bus maps on the left side of TMSAMS page.
 - d. See Julie Ide for long list of insightful survey comments which were NOT in the TMSAMS report.
 - e. Use Mindmixer.com or other social networking tool (Mobility Lab has created something similar for Arlington County) so local residents can vet and vote on placing stops where they need them. Supervisor Hudgins supports this approach.

Response: Comments have been forwarded to Fairfax County. There are ongoing efforts with the DRPT's Super NOVA study which may address these issues.

8. Identify potential bike-share locations along the corridor, such as at the Beulah Road fire station.

Response: Comment has been forwarded to Fairfax County. VDOT will coordinate with Fairfax County DOT regarding the possibility to take advantage of co-purposing public facilities.

9. Utilize the email list of TMSAMS survey respondents as a starting point for future public outreach, surveys and social media efforts. Contact Kris Morley-Nikfar in FCDOT: Kris.Morley-Nikfar@fairfaxcounty.gov.

Response: VDOT will coordinate public outreach with Kris Morley-Nikfar and TMSAMS.

10. Note that cost estimates of TMSAMS multi-modal project priorities will be available Feb. 21.

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Response: Acknowledged.

11. It does seem like a good idea to have someone from FCPA in the group going forward.

Response: Fairfax County Park Authority (FCPA) will be involved throughout the life of the project via the environmental coordination process. VDOT has begun the coordination process with FCPA.

12. When your typical project cross section is ready for review, please invite Fairfax Advocates for Better Bicycling to meet with you. Contact Bruce Wright: Bruce.Wright@comcast.net.

Response: VDOT will coordinate with the Fairfax County Bicycle/Pedestrian Program Manager, Fairfax County Sidewalks and Trails Committee, and Fairfax Advocates for Better Bicycling (FABB). Bicycle and pedestrian accommodations are critical for the Route 7 corridor.

Eric Knudsen's comments:

1. These are my questions, some were touch on later in the meeting but I look forward reviewing each and the pros and cons of each:
 - a. Transit alternative available.
 - b. Types of intersections being reviewed
 - c. Bike/Ped options
 - d. Accident data for intersections(including for Bike/ped)

Response: The items listed will be covered in future Working Group meetings, starting with the April 4th, 2012 meeting and will continue as the project progresses. Each of the items listed above are important points that will be considered in the project design.

Beth Iannetta's comments:

1. Information Distribution: Excellent to keep information posted on websites for others to quickly access. If posting on two sites (HM & DR) becomes cumbersome we can look into posting on the FCDOT Transportation Page. Might consider providing links to the other pages at a bare minimum.

Response: Agree that it may be less cumbersome to post on one website such as FCDOT page and possibly provide links from the Hunter Mill and Dranesville District Supervisors' websites to FCDOT webpage.

2. There is lots of other county agency information that we might need to start pulling together- and perhaps get the necessary staff to better explain that information. Things would include:
 - a. Transit: Transit Development Plan (TDP) is a ten year plan for transit service for the Fairfax Connector
 - b. Park Authority: Colvin Run Park Master Plan, also insight from Cultural Resources Staff
 - c. DPZ: Historic Overlay District implications associated with the Zoning Ordinance, Section 106, etc.
 - d. Land Development: Proffers, conditions (past and future)- I'll request staff to start researching influencing proffer conditions, rezoning approvals, special exception conditions that have been approved, are pending, and to keep the group posted on any future cases.

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- e. Transportation Comp Plan: The plan calls for an interchange/overpass at Reston Parkway and a flyover to Baron Cameron as well as the additional conventional lanes on Route 7. Insight into how those conditions have played a key role in setting the stage for the redevelopment and Master Plan for Tysons Corner might need to be addressed.

Response: Agree that information from several County agencies will be a key component of the project. VDOT will continue to work with Fairfax County throughout the project design.

Jim Robertson's comments:

1. Excellent first meeting – we were informed of the overall meeting plan; we became familiar with the corridor layout; we got a feel for some of the design challenges; we got to know one another; and the Working Group is off to a good start. VDOT is to be commended for establishing this WG.

Response: Acknowledged.

2. The Fairfax County Comprehensive plan needs to be reviewed and amended, as necessary, to allow for other than only general lanes on the corridor, so that reversible or HOV lanes could be utilized, if desirable. There might be other aspects of the Comprehensive Plan for this corridor that needs review and update.

Response: Comment has been forwarded to Fairfax County.

3. I would like to see the plan view that was displayed on the table sent via e-mailed to WG members. This would help with understanding, homework and discussions with others. Perhaps it could be divided into about four sections, in order to be compatible with home computer screens. Separate plan views of each intersection would also be helpful.

Response: The exhibits shown in the first Working Group meeting are approximately 12 years old. Existing conditions have changed and the approach to design may be different at this time. The exhibits can be provided to the Working Group as requested with the understanding that the design will be modified versus the plans shows at the meeting on 2/1/2012.

4. I am concerned that making it easier to turn left from Rt-7 East onto Lewinsville Road will no doubt increase traffic on that road and will further complicate the intersection of Lewinsville Road/Great Falls Street at Rt-123, which is already a mess. I recognize that this is outside the purview of the WG, but it is, nevertheless, a concern.

Response: Acknowledged. The left turn movement from Route 7 eastbound to Lewinsville Road is very heavy, especially during the morning peak.

Paul Davis's Comments:

1. Would this project be able to accept Tiger 4 funding?

Response: Yes. Fairfax County DOT has applied for Tiger 4 funding.

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2. What is the role of Super NOVA project with DRPT?

Response: The Virginia Department of Rail and Public Transportation (DRPT) has recently initiated a study of current and projected commuter patterns in the northern part of Virginia to plan transit and transportation demand management (TDM) enhancements needed to keep Northern Virginia moving. Additional information can be found in the following link:

<http://www.drpt.virginia.gov/news/details.aspx?id=558>

3. A possible Loudoun County meeting about Route 7 and development would be helpful.

Response: Project Working Group includes Loudoun County transportation staff. We plan to pursue future meeting with Loudoun County regarding Route 7.

Jack Crosby's Comments:

1. Consider moving bike/ped & transit earlier in the schedule

Response: Transit will be discussed in the second Working Group meeting on April 4th. We currently plan to discuss bike/pedestrian issues after discussing environmental, transit, and the results of the Corridor Safety Study. These topics were determined to be of most significance and are based on timing/scheduling of associated studies/research (i.e. Corridor Safety Study completion date and environmental NEPA document coordination).

2. Include consideration of ~~talks~~ **tolls** on Route 267 and their effect on Route 7 traffic counts.

Response: VDOT acknowledges that the Dulles Toll Road (Route 267) use affects the Route 7 traffic volumes and we will consider Toll Road usage/**the influence of tolls** in the traffic projections for Route 7, which may influence project design.

Tim Thompson's Comments:

1. I have a problem with the long time between meetings – 2 months I think I heard mentioned today. I think about every 6 weeks if not monthly.

This is too important a project to not include as many different constituencies up & down Rte 7 and surrounding areas. I think once word gets out, as Jenifer (Vienna Trails) indicated today, many other "voices" will want to be heard, or at least their points be made to and thru us, to the decision-makers. Monthly would still give adequate time to do necessary research and study, before reporting the following meeting.

It would also allow for more presenters and guest speakers (shown below) to be heard before the Sept 21st Citizens' Information Meeting. The invited speakers could also trigger thoughts and ideas which we, as a group, haven't or wouldn't even have thought about, which would or could require add'l time/mtg/speakers in order to do a most thorough job for the citizens of both Fairfax and Loudon Counties, as well as the Commonwealth of Virginia.

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Response: (as provided in an e-mail to Tim Thompson from Lee Ann Hall on 2/6/12) Thanks for your input & feedback. I have to admit that I too have given some thought to the meeting schedule we have laid out. My concern is that we have a great deal of information to share with the group & I'd like to have all of the topics we've identified to discuss covered at our next mtg. I, however, have to make sure I allow enough time for the process to work.

Let me assure you that a good deal of thought has gone into scheduling our R7WG meetings for every other month. These considerations include:

- Availability of our working group members to attend all of our mtgs without excessive absences (some members expressed a concern about being able to commit to our current semi-monthly schedule)
- Ability of the VDOT team members to properly research, vet &/or prepare responses to specific topics &/or to address concerns raised
- Allowing for the exchange of information electronically between ourselves & the R7WG members while giving enough time for all to prepare for discussion at our mtgs
- Timing & scheduling of associated studies/research (i.e. Corridor Safety Study, traffic modeling, NEPA document findings [Section 4(f) determinations, Section 106 coordination/MOA], etc) & initiation of the project's design
- Allowing R7WG members time to meet & discuss topics with respective communities between mtgs

One idea we've discussed, & if the R7WG is agreeable, is to potentially extend the time for some targeted mtgs from 2 hrs to 2 ½ or 3 hrs in order to cover more material or allow for full discussions of concerns. My guess is that our mtg on April 4th could fall into this category.

I hope this response addresses your concerns about our mtg schedule. As we get further into the process, we can certainly re-evaluate our mtg schedule as needed.