

ROUTE 7 WIDENING PROJECT
RESTON AVENUE TO JARRETT VALLEY DRIVE **WORKING GROUP**

MEETING SUMMARY
Route 7 Widening Project
Working Group Meeting #1
VDOT NOVA DISTRICT

ATTENDEES:

Jim Robertson	McLean Citizens Assoc	jrobertson1958@yahoo.com
Jenifer Madden	TAC/Novi	viennatrails@aol.com
Lou Mosurak	Loudoun County	lou.mosurak@loudoun.gov
Eric Knudsen	GFCA VP	m.eric.knudsen@gmail
Juli Ide	Sup. Foust	julie.ide@fairfaxcounty.gov
Mike Martin	Reston Association	mmartin.me@verizon.net
Tim Thompson	Hunter Mill Dist	tctthompson@msn.com
Beth Iannetta	FCDOT Capital Proj	elizabeth.ianneth@fairfaxcounty.gov
Paul Davis	Hunter Mill Dist	paul.davis@fairfaxcounty.gov
Jack Crosby	Dranesville District	jack_crosby@cox.net
Mark Gibney	VDOT	Mark.Gibney@VDOT.Viginia.gov
Lee Ann Hall	VDOT	LeeAnn.hall@vdot.virginia.gov
Doug Miller	VDOT	douglas.miller@vdot.virginia.gov
Rodney Hayzlett	JMT	rhayzlett@jmt.com

SUBJECT: Route 7 Widening Project – Working Group Meeting #1

MEETING DATE: February 1, 2012

MEETING LOCATION: Supervisor’s Hudgins Office

REFERENCE: Route 7 Widening Project
Project Number 0007-029-128 UPC 52328
Fairfax County, Virginia

The first meeting of the Route 7 Widening Project Working Group (WG) was conducted on February 1, 2012, to discuss the next section of Route 7 from Reston Avenue to Jarrett Valley Drive, specifically the following items:

General

- The WG purpose and goals were outlined as follows:
 - Gather community input prior to re-initiating project design work to obtain a design that is sensitive to community needs
 - Develop a teaming relationship between the community and the designers
 - Prepare for public meetings – Citizens’ Information Meeting & Public Hearing
- Plan for the WG is to meet the first Wednesday of every other month and to have specific topics discussed and subject matter experts available to discuss related project concerns.
 - The next meeting is scheduled for April 4th and will feature a discussion of the topic of Environmental requirements in the corridor. John Muse and Helen Ross from VDOT Environmental will attend the meeting. [\[April 4th meeting will be extended by](#)

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one hour (9:00 am – 12:00 pm) and will include representatives from Fairfax County's transit service agencies.]

- The June 6th meeting will discuss the Corridor Safety Study based on the Highway Safety Manual (HSM) findings and Transit.
- A suggestion was made to move the transit/bike/ped topics in the meeting order prior to Stormwater Management (SWM).
- Group members were encouraged to gather input from their communities.
- A Citizens Information Meeting (CIM) is targeted for September/October 2012 to gather overall community input and ideas.
- The WG comment sheet will be available to collect comments at each WG meeting and will be sent out electronically to the WG.
- It was proposed that Supervisors Hudgins and Foust websites be used to post meeting minutes/agendas/WG handouts/and general information. [This has since been changed to posting information on the FCDOT website with links to be provided on the supervisors' websites.]
- VDOT is working to set-up meetings with several County stakeholders (fire & rescue, park authority, police, schools).

Traffic / Transit / Bike / Pedestrian

- In the 2004/2005 timeframe, Fairfax County conducted safety study of bus stops. The County is currently working on improving critical bus stops. It was noted that the bus stops along the Route 7 corridor were in poor condition.
- There is a Fairfax County project underway at Colvin Run to improve pedestrian facilities and it includes bus stops as well.
 - County to get with transit department to get ridership information.
- Are there some interim improvements to bus stops along the Route 7 corridor that may be implemented?
 - Based on the recommendations of the HSM study being performed by VDOT, interim projects could be implemented if feasible.
 - The County has an on-going study and will discuss in more detail at future meetings.
- Jenifer Madden noted that a "Metro Access Study" was recently completed by Fairfax Co that examined this subject and that the results of that study are on the Fairfax Co website.
 - Tysons Metrorail Access Study included a survey within a 3 mile radius of Tysons metro stops – survey asked questions to determine who would be willing to take bus, among other items
- It was requested that existing bike & pedestrian counts are needed. JMT mentioned the difficulty in obtaining counts because the trails along Route 7 are not continuous.
- Concern was expressed not to increase traffic along Georgetown Pike.
- It was noted that traffic counts may be unreliable on Wednesdays since school starts late.

Survey / Proffers

- Concern was raised with survey of areas for park lands adjacent to Rte. 7 – The feeling is that the park lands won't be a participating partner to determine impacts. We should figure out ways to enhance the park entrances, etc. to help get buy-in.

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- Several members felt that we need to have someone from Fairfax County land planning/development & zoning to discuss proffers or donations of land, improvements, etc.
- The missing trail links may have proffers attached. We may want to look into and see if there are proffers to connect the trails during the interim until the ultimate Route 7 project actually is constructed.

Roadway

- Route 7 is on the National Highway System (NHS), and that more stringent design standards will apply, scrutinized by FHWA.
 - Original design/plans eliminated the bifurcation between the two roadways with a flat median which was widened to the inside of the roadways. The recommended design approach now will be to attempt to salvage as much of WB lanes as possible and to widen to the outside where feasible to tie to the EB lanes which are the newer lanes (meeting current standards). There are a lot of driveways accessing homeowners along the WB lanes.
 - Will attempt to utilize existing trails where possible, but that many do not appear to meet AASHTO and/or ADA standards for width and or grades.
- Look at the intersection designs, possibly with grade separation once the utilities impacts are identified and compared to the construction cost, may be more economical versus massive utility relocations.
- The group seemed to feel that having 10' shared use paths on both sides of the road is important.
- The functionality of the existing service roads will be evaluated. It will be a challenge to keep all of the service roads intact through the corridor.
- The idea of HOV lanes was discussed. Loudoun clarified that Route 7 is only listed on their Comprehensive Plan as being limited access facility west of Route 28. No HOV is planned east of Route 28.
- The idea of having reversible lanes was mentioned. It was proposed by some that these be constructed instead of new general purpose lanes.
- FCDOT noted that the Fairfax County comprehensive plan does not show HOV lanes on Route 7. Two new general purpose lanes are shown providing a six lane facility to Tysons Corner. These two new lanes are critical to the redevelopment plan for Tysons Corner.
 - A study was done for the Fairfax County Parkway for HOV lanes and was determined not feasible due to the number of at-grade intersections. HOV tends to work best on limited access facilities.
- The concept of "Super Streets" was mentioned by some group members, where wide medians for U-turns and right in/right out intersections would eliminate median crossovers.
- The profile grade through the Difficult Run bridge area will be raised to provide adequate bridge opening to pass the design year storm event to prevent flooding of Route 7. The alignment will also be shifted to the south to avoid impacts to Colvin Run Mill and will require a channel relocation for a tributary of Difficult Run.
- The Route 7 Widening Project will provide interconnects to the Countywide Trail at Difficult Run.

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- The desire to avoid existing cemeteries especially at the Andrews Chapel cemetery along the corridor was discussed.
- The Lewinsville Road intersection was discussed. It was noted that the original design intent was to realign opposite to the McLean Bible Church entrance to improve access management and will need to be studied further as the project moves forward.
- It was noted that on Route 7 at Covance business (north side of Route 7, opposite Andrews Chapel cemetery) – may be HAZMAT issues with widening to this side.

Stormwater Management

- Another project challenge will be to strategically locate SWM facilities throughout the corridor to meet the requirements for stormwater runoff from new DCR updates to existing stormwater regulations.
- It was noted to investigate potential partnering with parklands to expand the existing stormwater management facilities to create joint usage SWM ponds. Collaboration between Parks and Fairfax DOT is improving.

These notes represent the general context and content of items and issues discussed during the referenced meeting. Please forward any and all concerns or comments you may have to Rodney Hayzlett via telephone at (804) 267-1269 or via email at rhayzlett@jmt.com. If comments are not received within ten (10) business days of this draft, we will assume that these notes reflect the intent and content of the meeting and will be the final meeting notes for your file.

Distribution: Attendees
Randy Boice, JMT
Jeff Cronin, JMT