

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

**MEETING SUMMARY**  
**Route 7 Widening Project**  
**Working Group Meeting #7**

**ATTENDEES:**

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

**MEETING DATE:** February 6, 2013

**MEETING LOCATION:** Colvin Run Mill Park, Barn Building

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

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A working group meeting was conducted on February 6, 2013 to discuss the next section of Route 7 widening from Reston Avenue to the Dulles Toll Road, specifically the following items:

**History of Colvin Run Mill Park**

- Mr. Mark Henry gave a brief overview of the mill's function and history

**Activity since December 5<sup>th</sup> Meeting**

- Mr. Doug Miller provided an overview of the comments received at the Public Involvement Meeting. A handout with the overall summary was given to each attendee.
- The market research study was discussed. The final report should be ready by the end of March/early April.

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- Topographic survey of the corridor has been completed. Some utility information is being finalized.

**Discussion on Right of Way and Utilities**

- Members of VDOT's right of way and utilities divisions gave an overview of how these two components function in the overall project development process.

**Discussion from Last Working Group Meeting**

- A meeting was held on December 12, 2012 with representatives from the transit agencies from Loudoun, Prince William and Fairfax Counties. The purpose of the meeting was to verify that the agencies are coordinating their efforts between themselves and with the Department of Rail and Public Transit (DRPT). From this meeting, it was ascertained that interagency coordination is indeed working well and that the agencies are coordinating their efforts. The fact that the statewide transit planning documents are not meant to be strictly adhered to; rather they are a guide in which the local agencies use to help them make key decisions in their operations and routings.
- Discussion ensued on park and ride lots and whether there were opportunities to include more such lots along Route 7.
  - Mr. Mosurak stated that Loudoun County is focusing on the Metro extension facilities in the immediate term including lots at Dulles Town Center. There are plans for a lot or lots around the Algonkian area. He stated that the transit operations are focusing on following the route consisting of Route 7 to Route 28 to the Dulles toll Road; there are no plans in the immediate future to expand transit service through the Route 7 corridor to Tysons east of Route 28. He also stated that the Route 7 corridor east of Route 28 is built to the maximum per their comprehensive plan (6 through lanes wide) which matches Fairfax County's comprehensive plan.
  - Fairfax County representatives stated that they too are focused on the Metro extension areas along the Dulles Toll Road. The county has studied the Route 7 corridor and found that the area was not attractive to implementing park and ride facilities due to the low population density of the neighborhoods versus other areas in the county. The county will re-evaluate the park and ride lot plans, but this will not be part of this project. Such a re-evaluation will weigh such lots along Route 7 against all other needs and priorities of the county.
  - Mr. Cuttler requested that the counties consolidate their information on existing and proposed park and ride lots for the group.
- Discussion ensued on a feasibility study for an express facility along the corridor being commissioned by VDOT.
  - The feasibility study will include a travel demand modeling effort with the intent to model facility to be as "attractive" as possible to attract users and to make the facility accessible to other major facilities such as the Dulles Toll Road, Fairfax County Parkway, Baron Cameron Avenue and Reston

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Parkway. The study will look at an HOT facility with flyovers at the intersections along with the 6 lane general purpose facility.

- If the facility works in the modeling process and shows to be feasible but will be extremely expensive, then the connectivity will be reduced to see if it still functions and can get closer to realistic funding.
  - If study shows that such a facility will not work with limited access to be funded then the study will end.
  - Identify if the study shows that such a facility has merit, then the impacts and costs will be identified for Fairfax County to gain support.
- Ms. Karyn Moreland stated that the express lanes are not in keeping with the intent of the county's current Comprehensive Plan, which calls for six general purpose lanes. The county supports moving ahead with adding the 2 through lanes and to not preclude future transit or HOV.
- Discussion included strengthening shoulders for future transit use as by-pass/queue jumping lanes.

**NEXT WORKING GROUP MEETING – May 8, 2013.**

**Items to discuss include alternative intersection option assessment results.**

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