



County of Fairfax, Virginia

Seven Corners Phasing Study

Public Meeting Round-3
November 9, 10 and 16, 2022

Nanditha Paradkar, P.E.
Transportation Planner
Department of Transportation



Agenda

- Study Background
- Overview of the Study Purpose and Process
- Previous findings
- Phasing analysis and recommendations
 - Interim year 2030 analysis
 - Horizon year 2045 analysis
- Next Steps



Background

Seven Corners
Visioning effort
begins

2012

Seven Corners
Transportation
Study Complete

2014

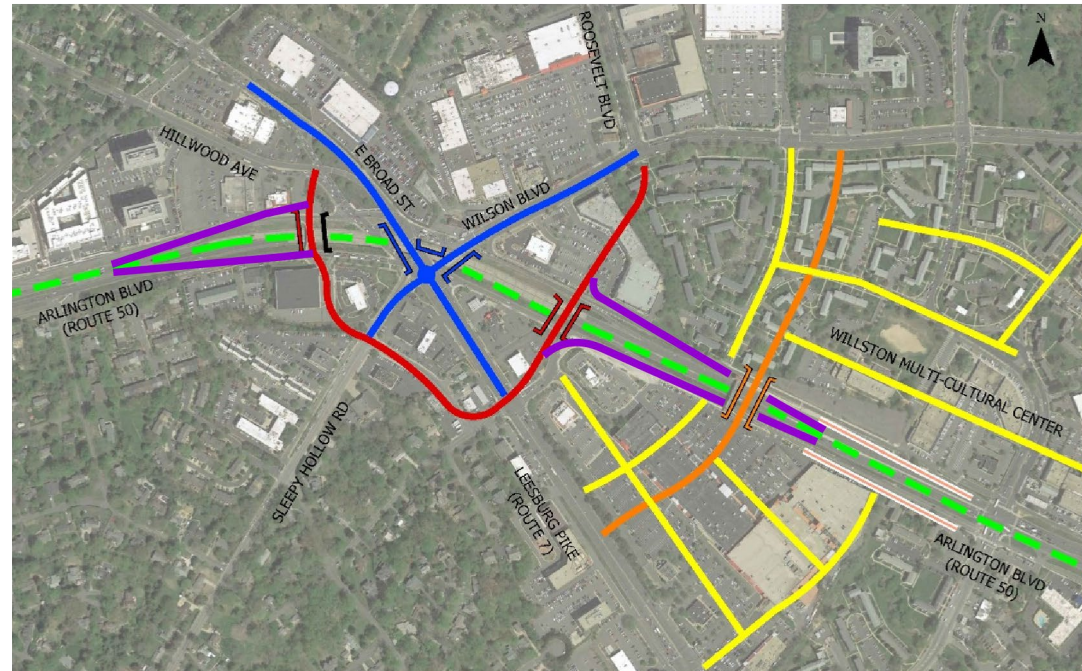
Board of
Supervisors adopt
Plan Amendment for
Seven Corners

2015

Seven Corners
Phasing Study

2020-2022

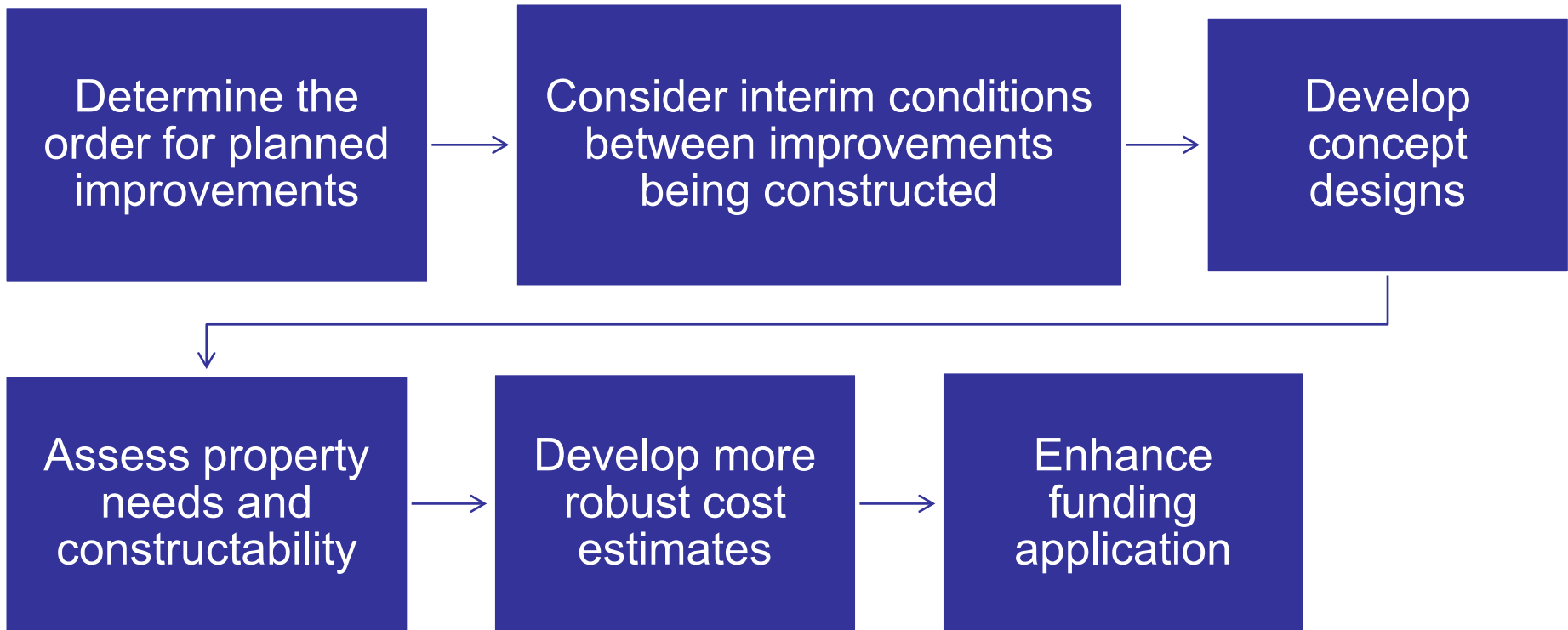
- **A ring road**
- **Four-way intersection**
- **Route 50 widening**
- **Shifted ramps to and from Route 50**
- **Willston / Village Center to Route 7**
- **Additional connecting streets**



- Address reliability and congestion issues
- Improve access to and within the Activity Center
- Create and/or enhance bicycle/pedestrian facilities

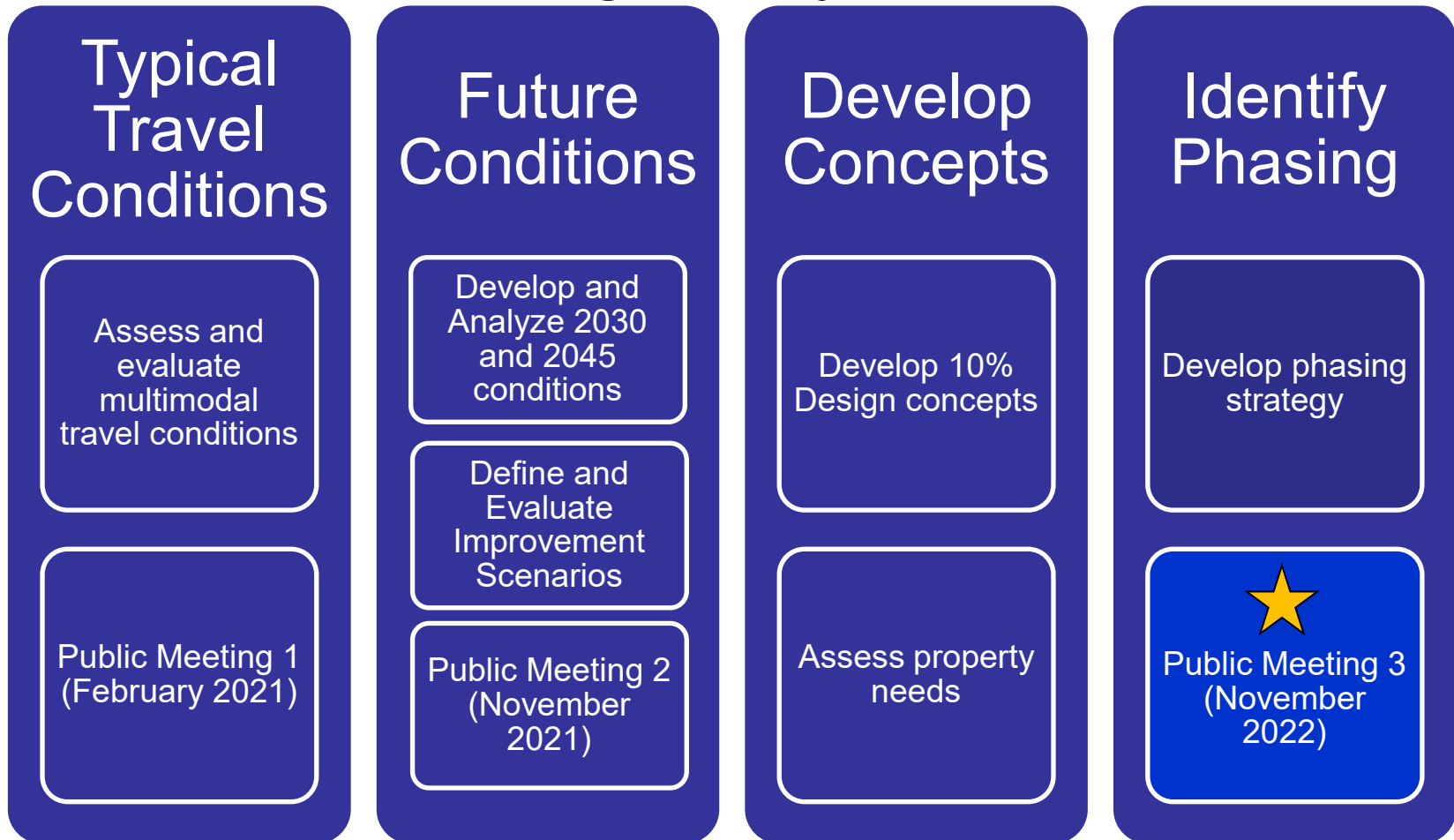


Purpose of Phasing Study





Phasing Study Process





Critical Decisions

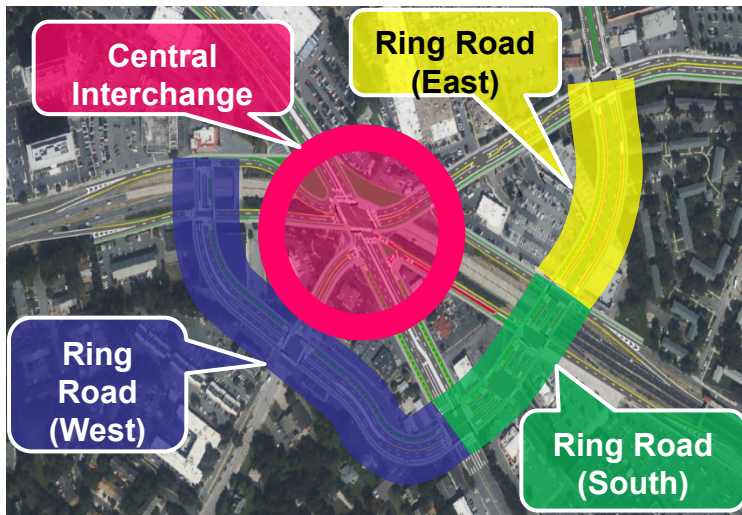
Identify the first Phase

Adjust the network to address travel demand and feedback

Identify Phase 2

Determine if the full build is needed

Assess a two-lane version of Phase 1





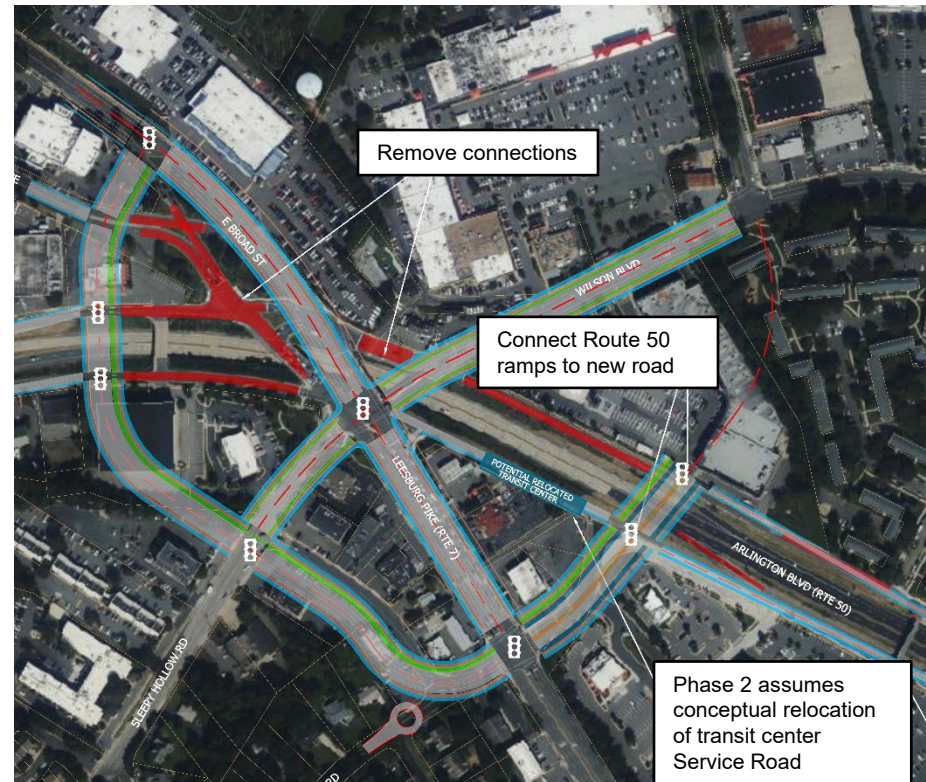
Travel Patterns – PM





Challenges to Original Network Vision

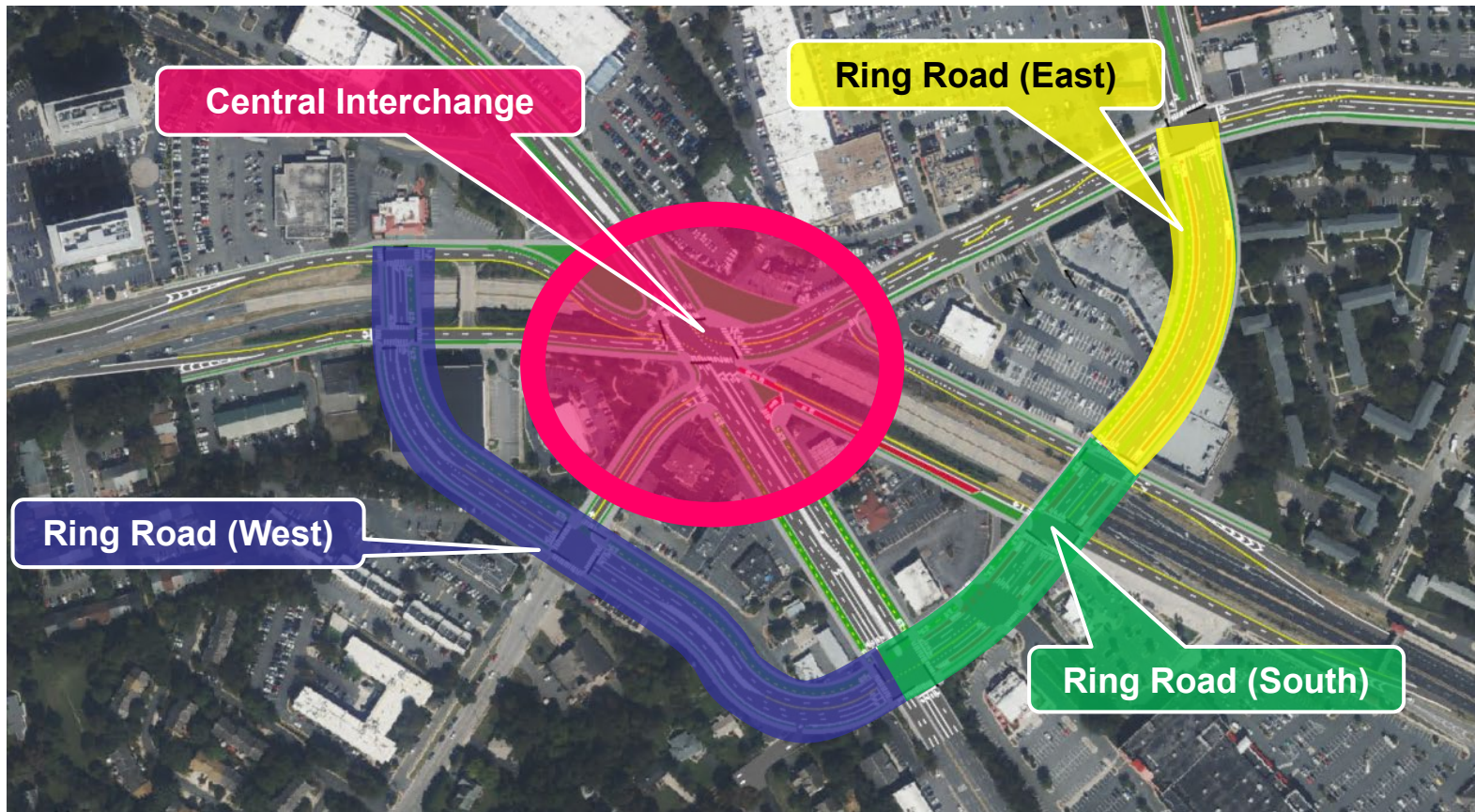
- Challenges
 - City of Falls Church
 - Property impact
 - Hillwood Ave connection
 - Four-leg central intersection unable to accommodate demand (esp. from EB Route 50 to Wilson Blvd)
- Adjusted Approach
 - Ring Road stopped at Route 50
 - Wilson Boulevard aligned with Route 50 on the east instead of Sleepy Hollow Rd





Identify the Four Segments

- Determine the ideal construction phasing

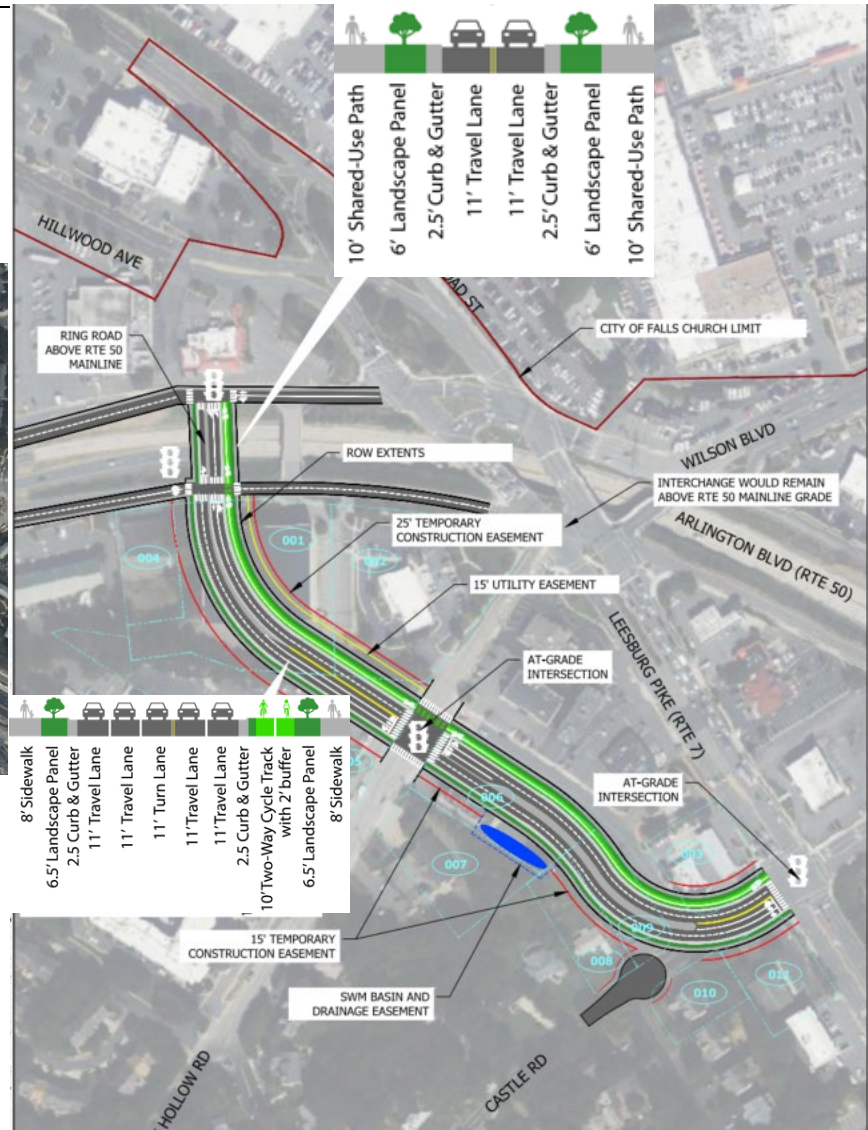


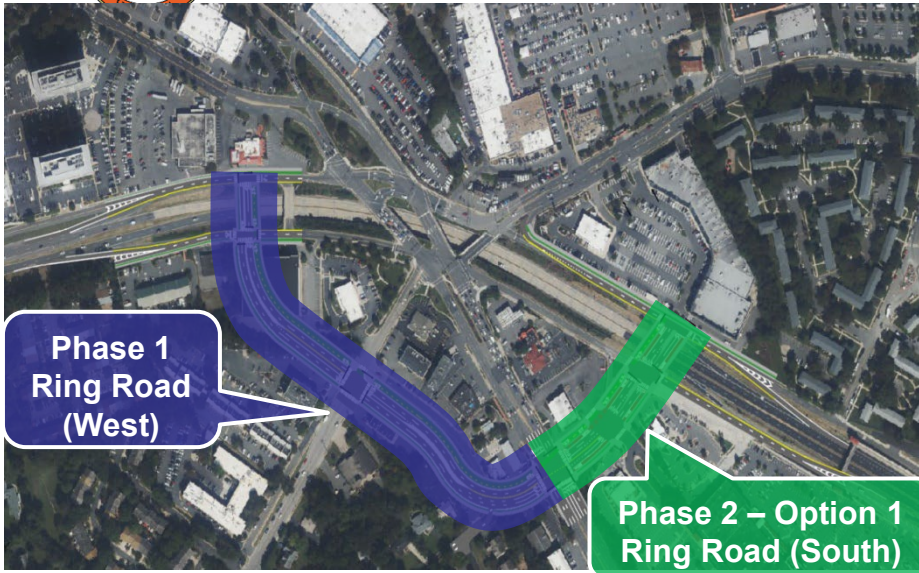


Phase 1



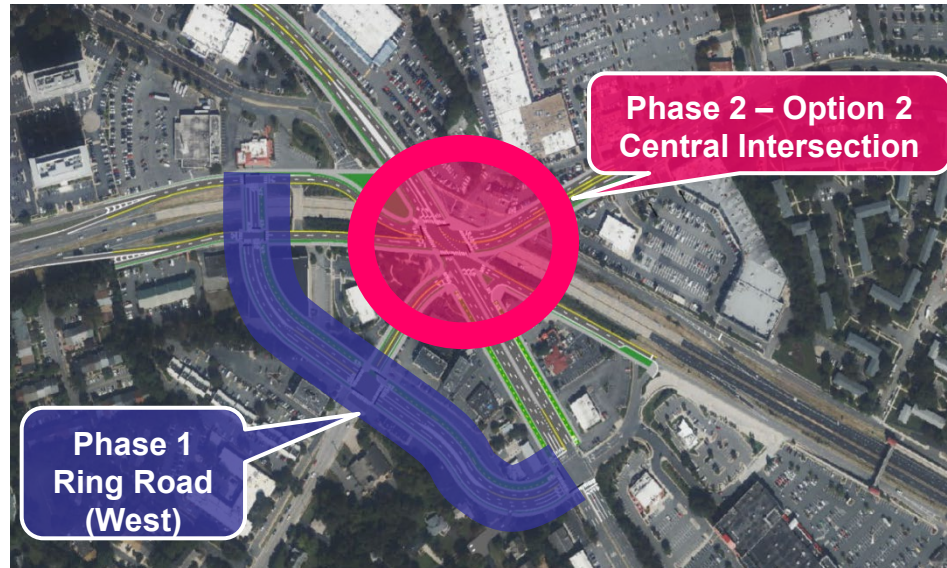
Phase 1 Ring Road (West)





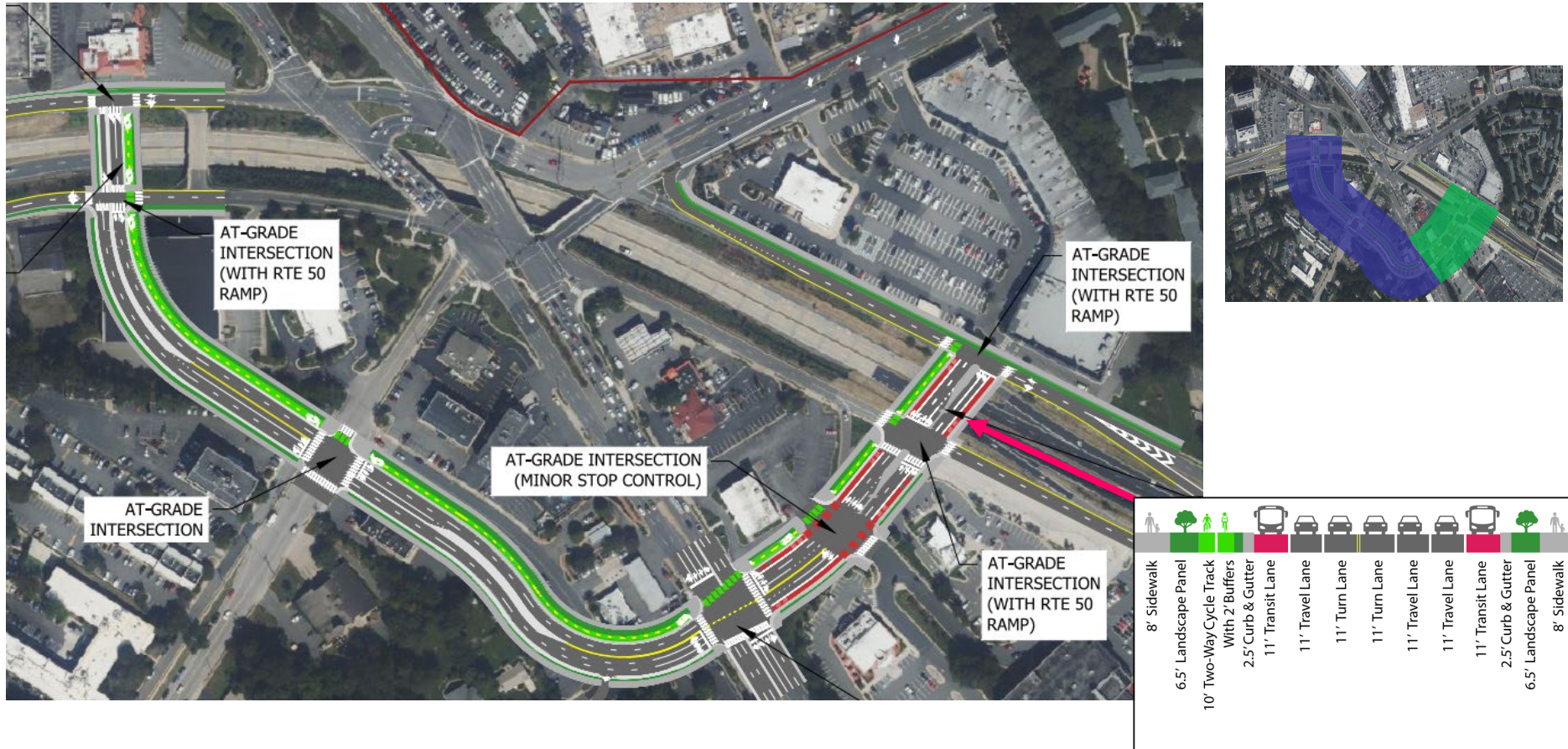
Phase 2 – Option 1
Ring Road South

Phase 2 – Option 2
Interchange



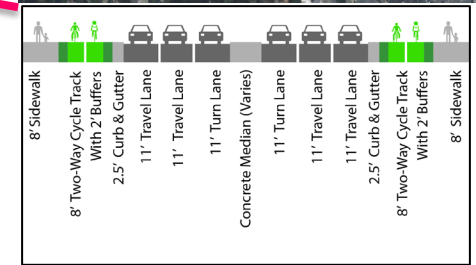
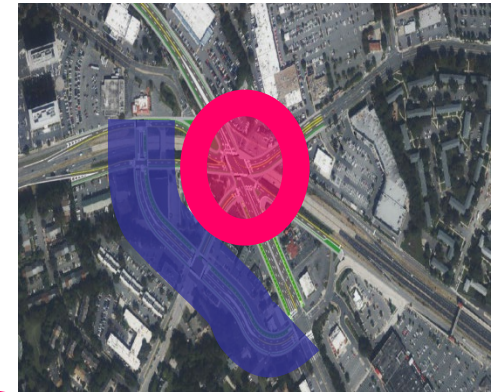
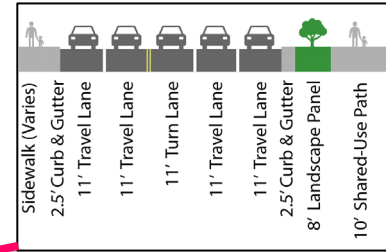
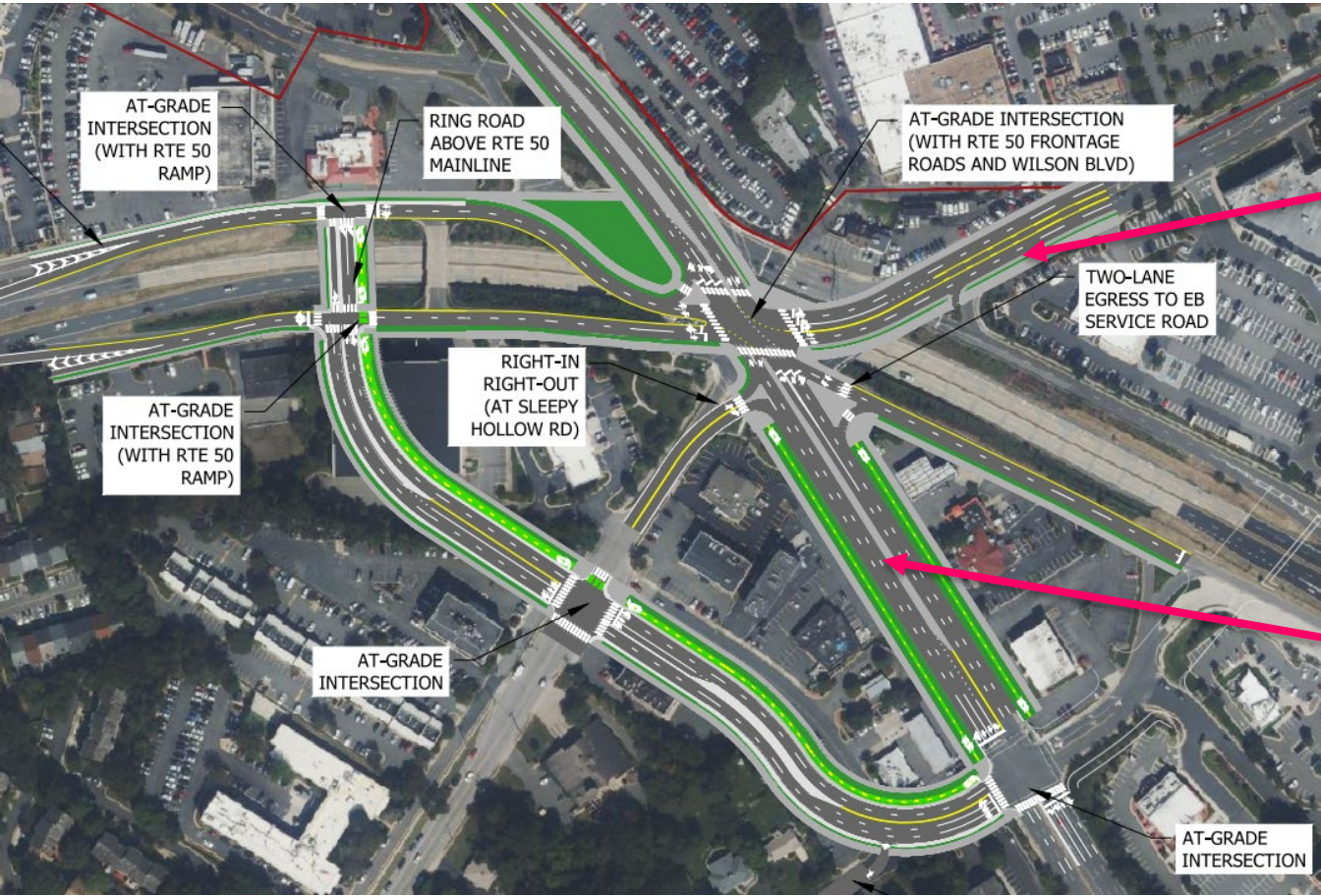


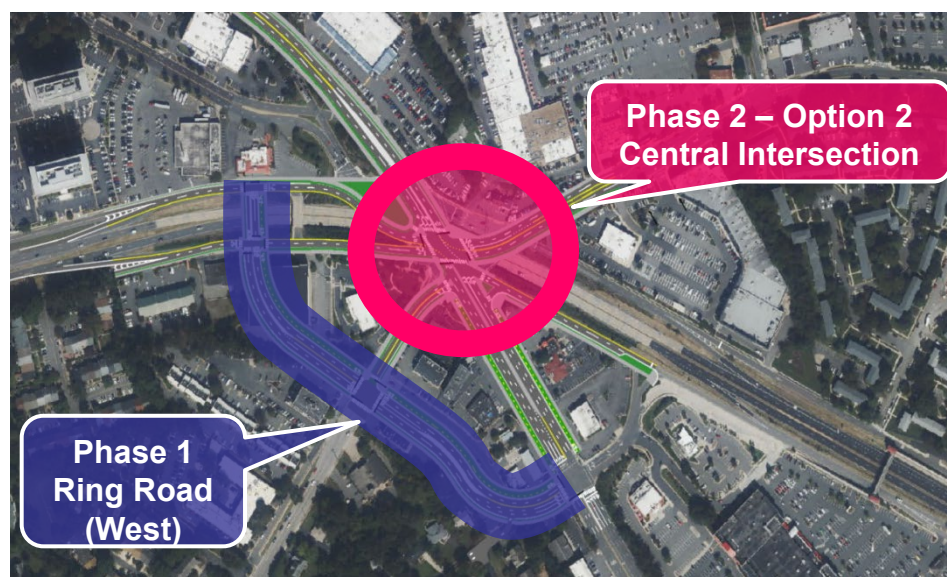
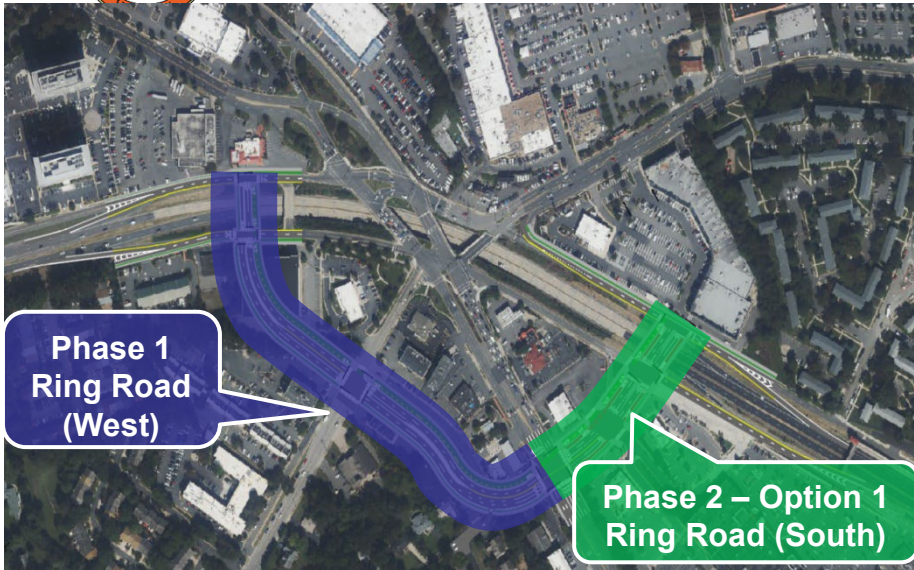
Phase 2 – Option 1 Ring Road South





Phase 2 – Option 2 Interchange

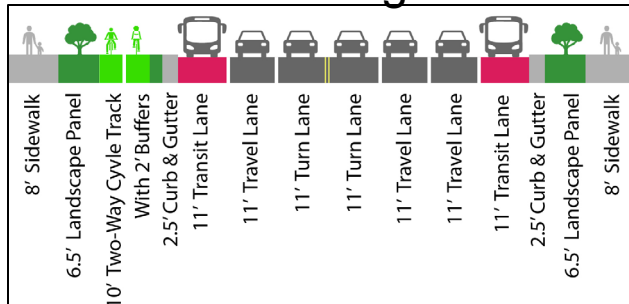




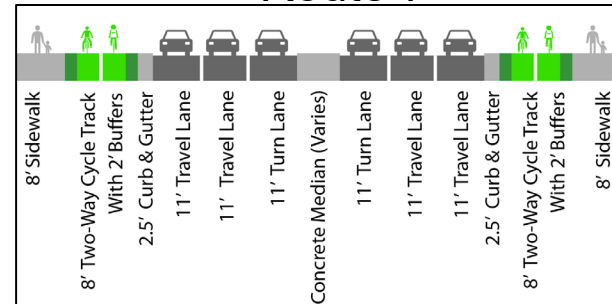
Phase 2 – Option 1 Ring Road South

Phase 2 – Option 2 Interchange

Southside Ring Road

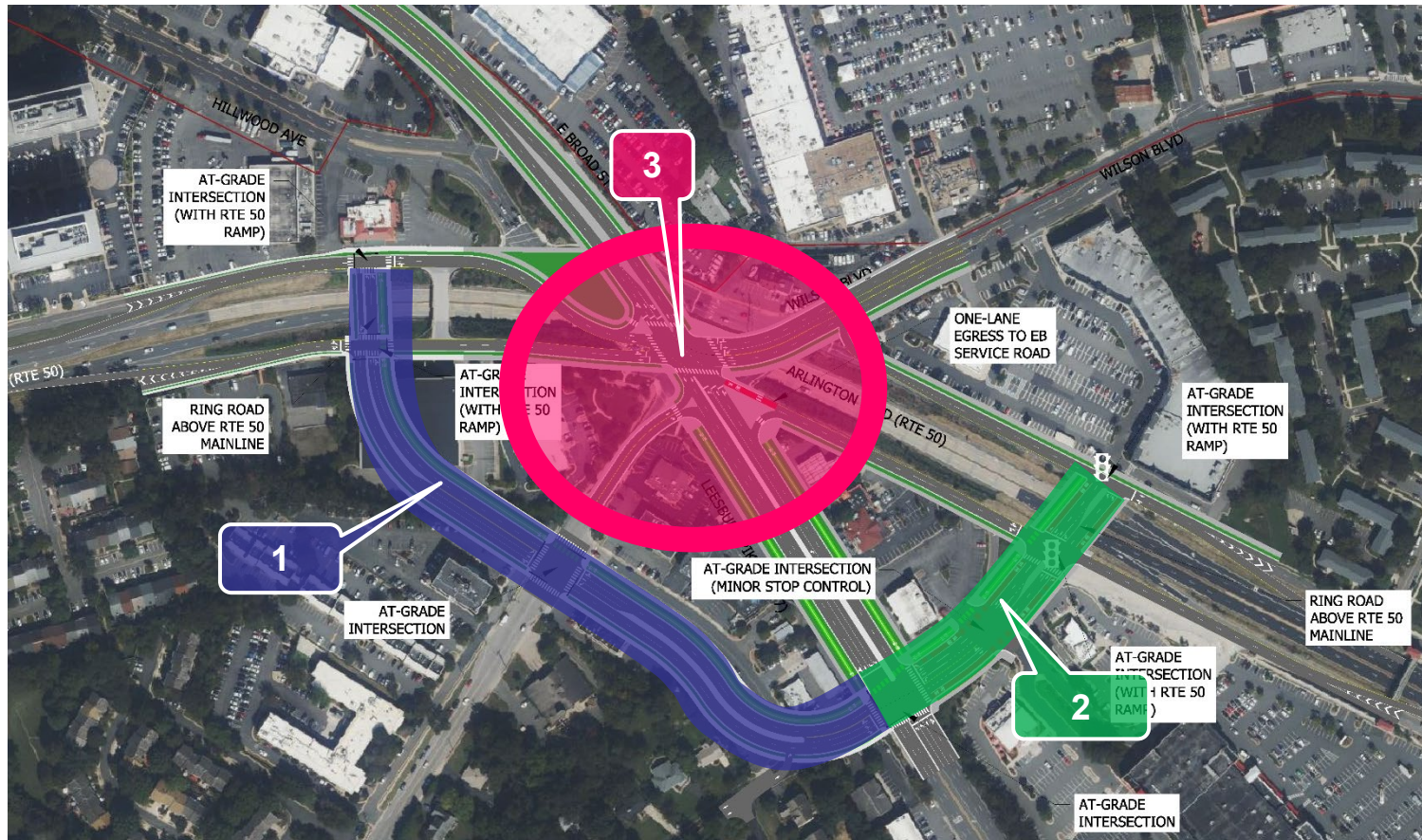


Route 7





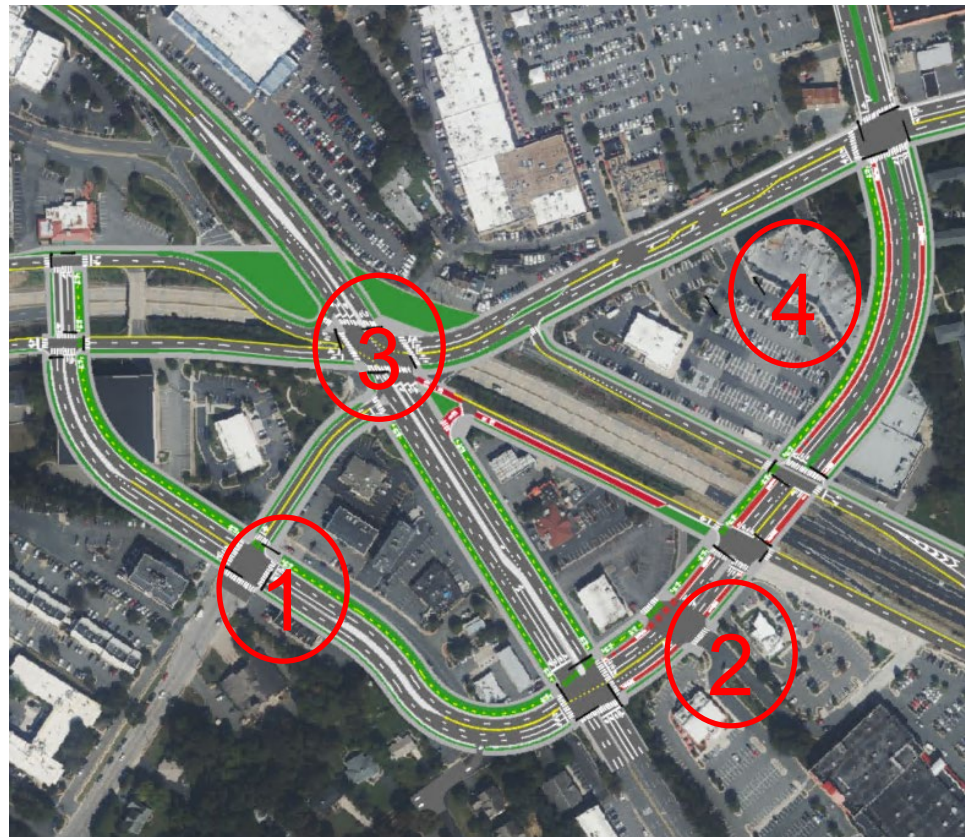
Recommended Phasing





2045 Analysis

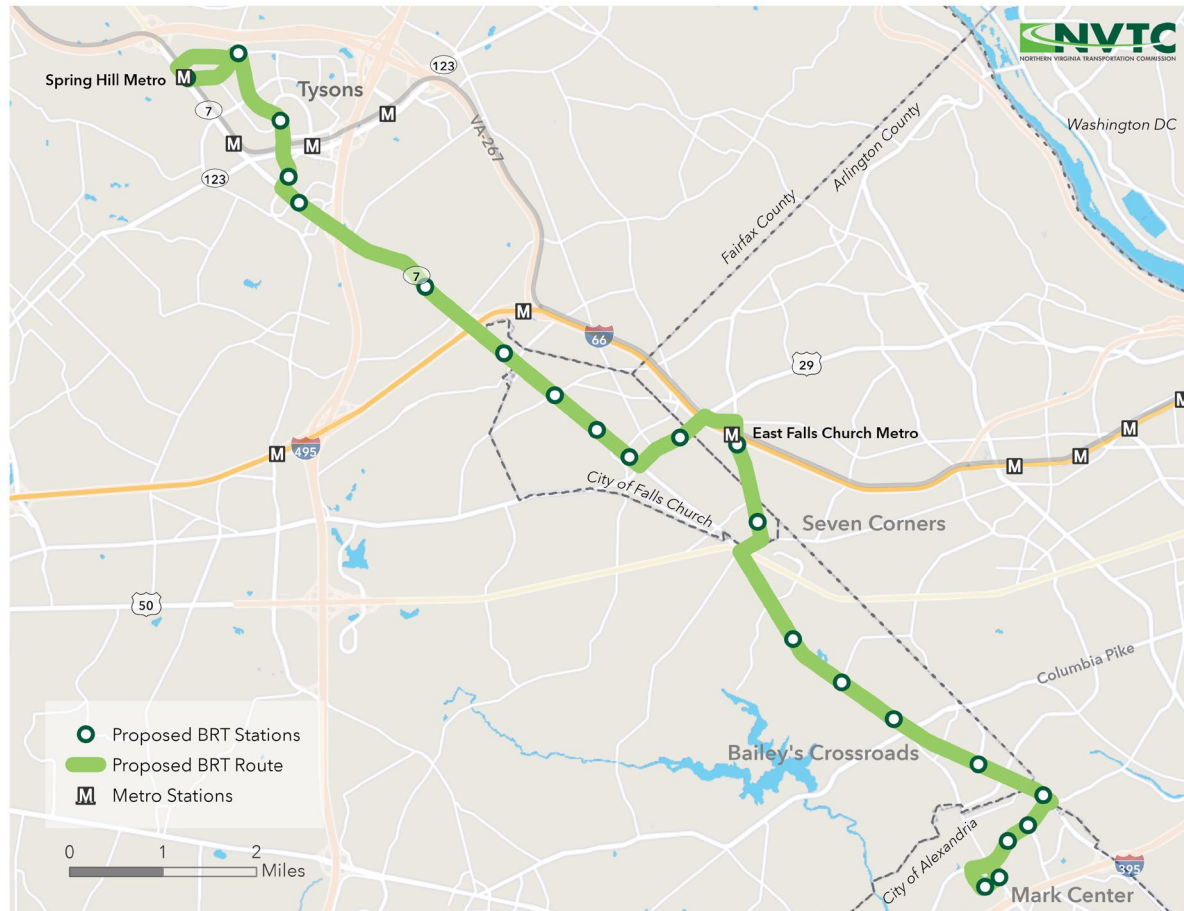
- 2045 Analysis
 - Baseline (Phases 1, 2, 3)
 - Phase 4 (Including Phases 1, 2, 3)
- BRT considerations
 - Exclusive BRT lanes on east portion of the Ring Road
 - Exclusive BRT lanes on Route 7 south of the Ring Road
 - Consistent with the vision of the Comprehensive Plan
- Expected operations
 - This will significantly improve transit mobility
 - Improved network performance
 - Improve Bike/Ped connectivity





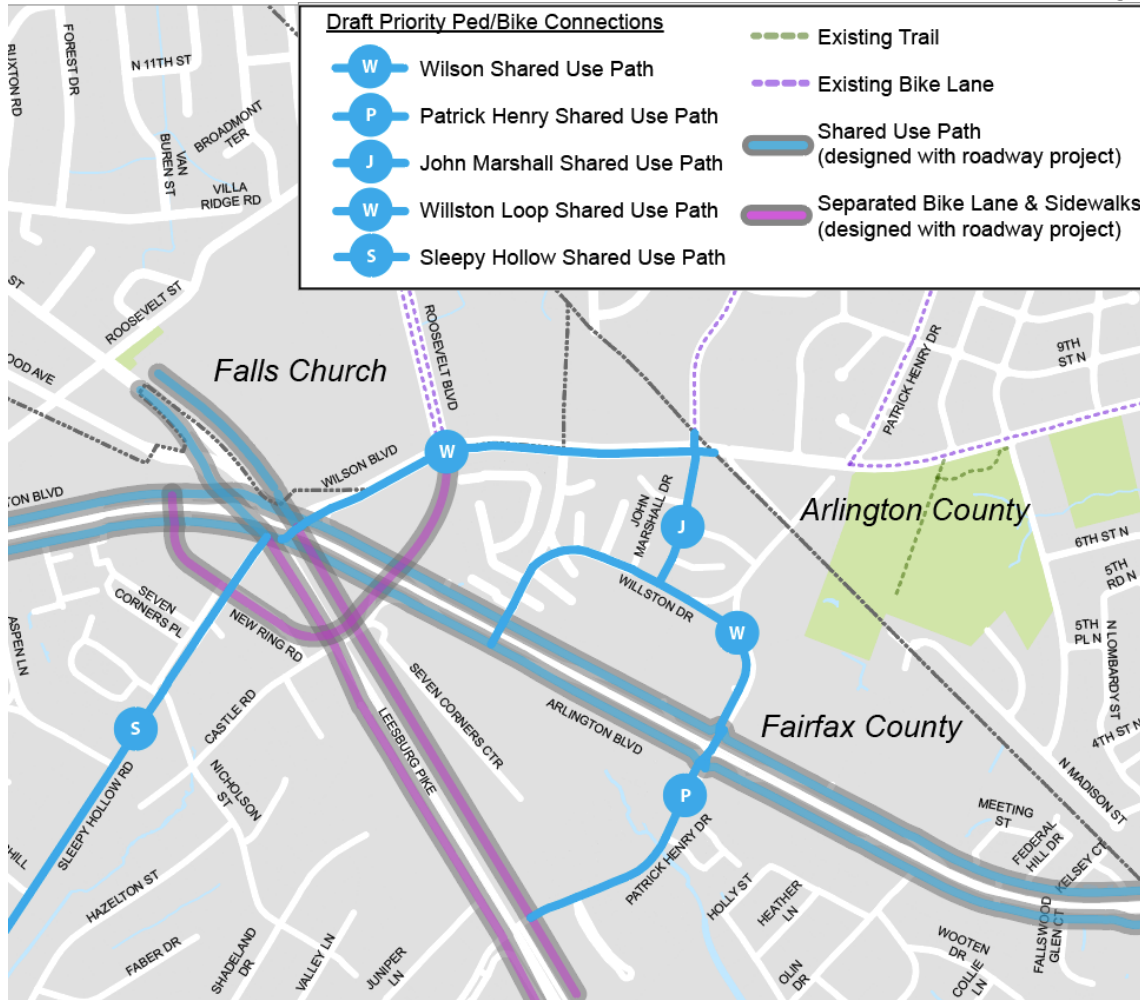
Envision Route 7 BRT

- Tysons to Mark Center
- Repurposes a vehicle travel lane for transit
- Center running along Route 7
- Curb running thru Falls Church





Pedestrian, Trail, and Bicycle Priorities

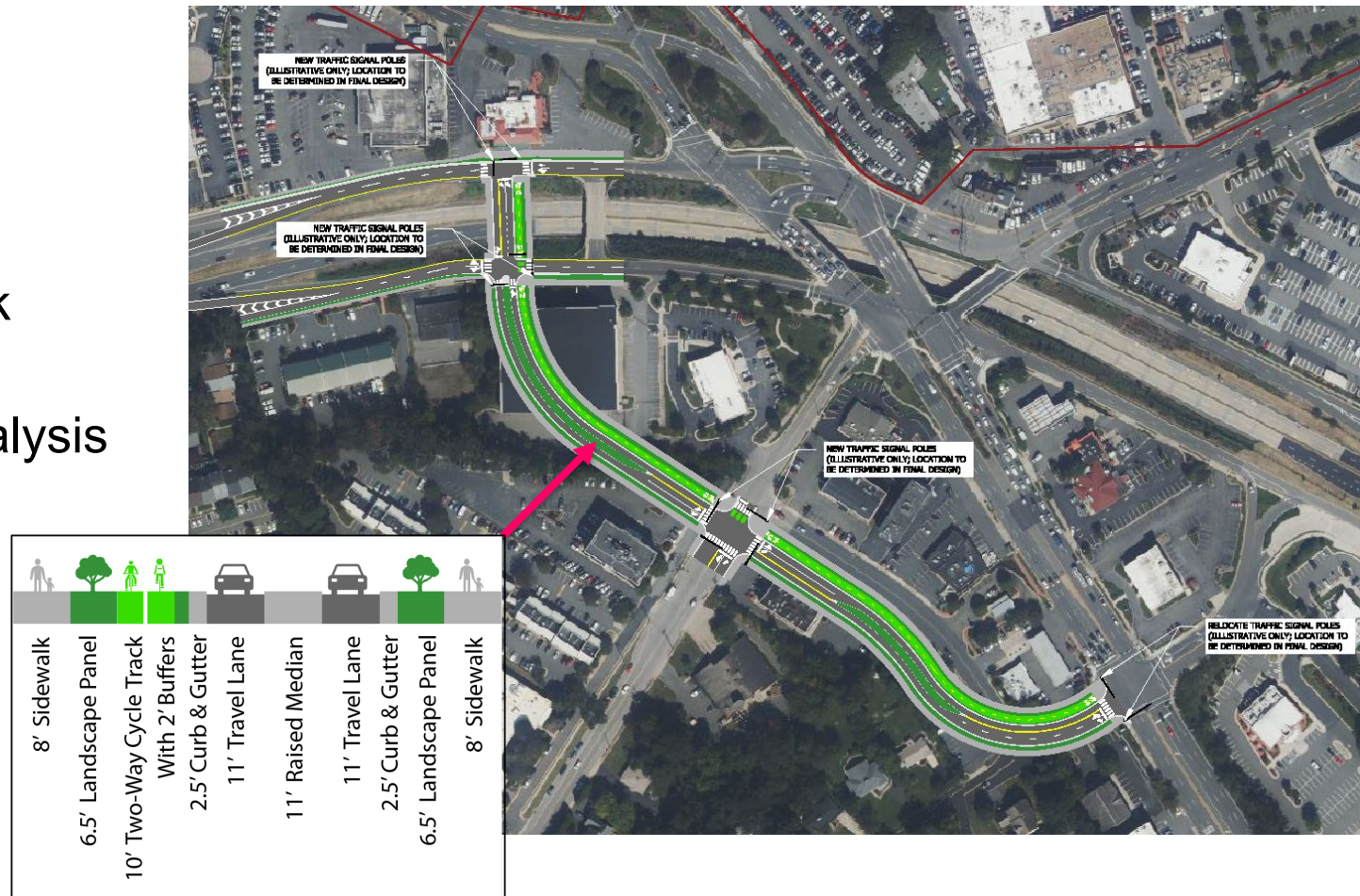


- Prioritize planned improvements
- Improve access to adjacent neighborhoods
- Connect facilities to Ring Road



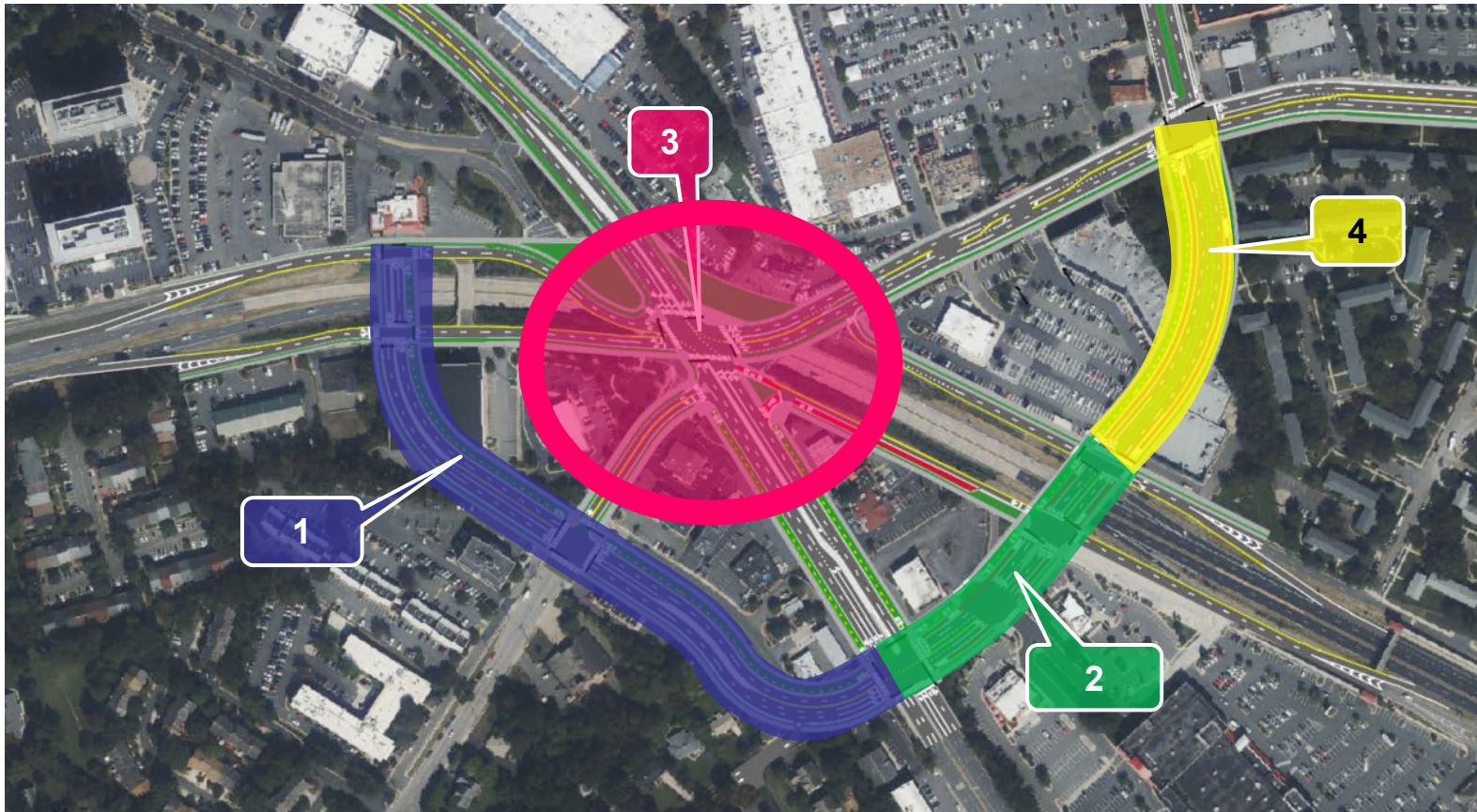
Phase 1 – Two-lane Segment

- Public feedback
- Smart Scale alternatives analysis





Recommended Phasing



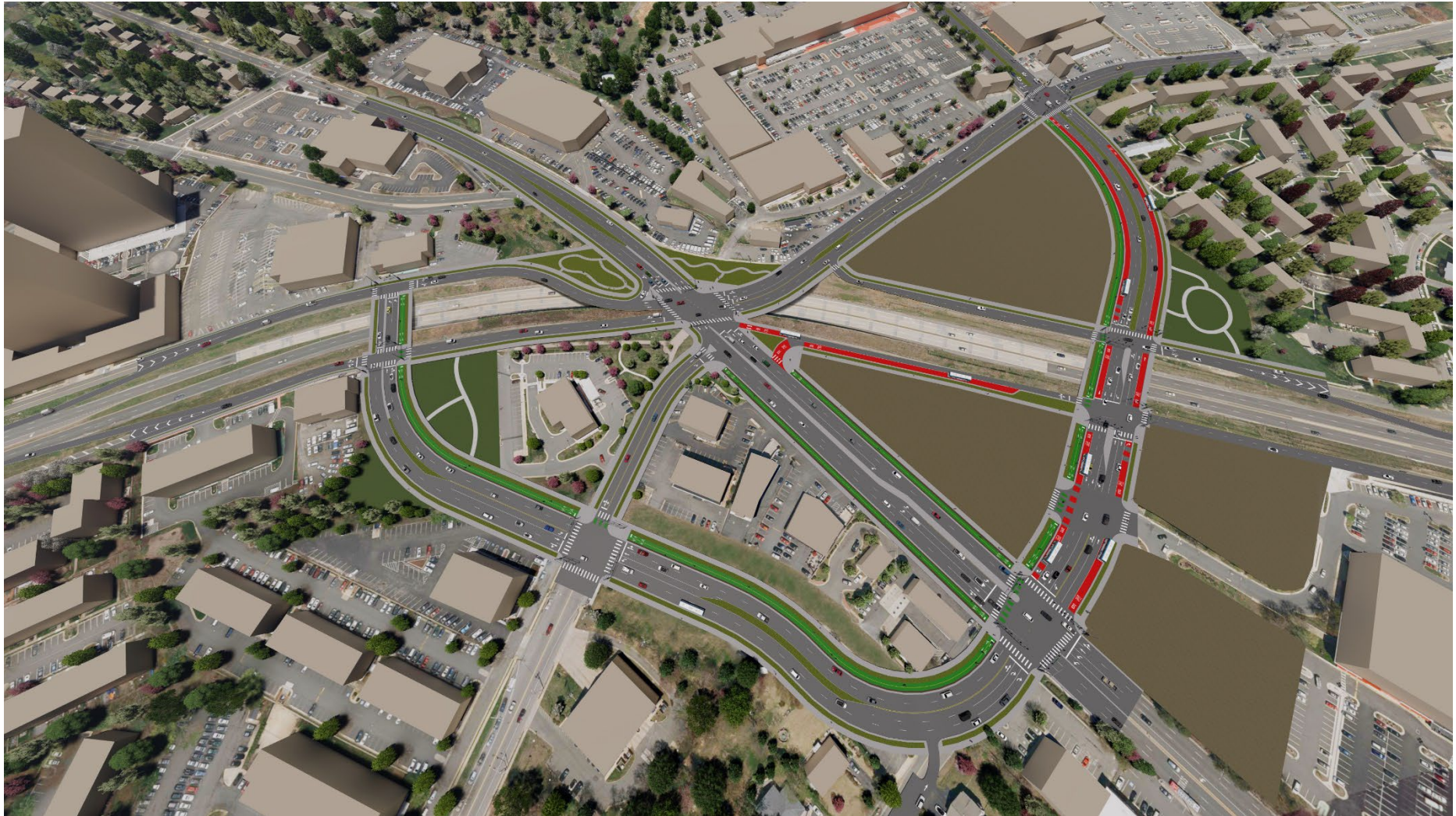


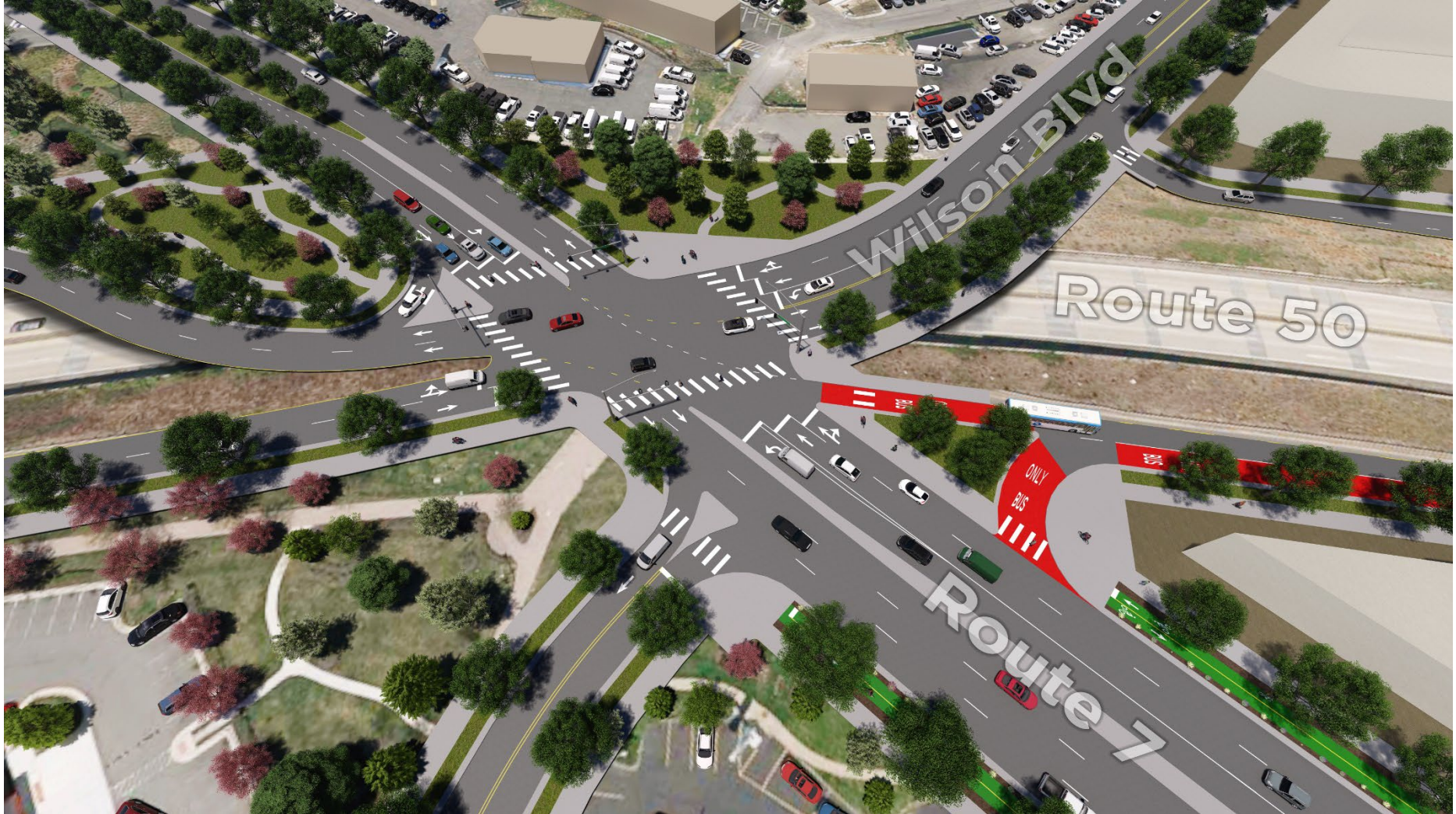




















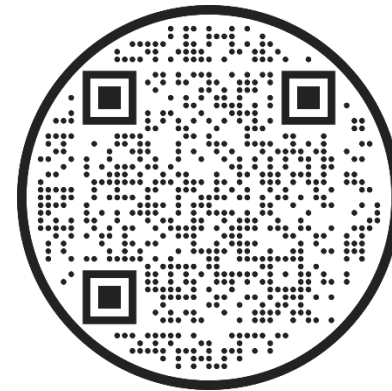




Next Steps

- Publish Study (Winter 2022-2023)
- Pursue Grant Funding
- Start Design Process
- Construction

Scan the QR code to complete
a questionnaire on the project
Comments due November 30, 2022



Please also visit the project website at:

<https://www.fairfaxcounty.gov/transportation/study/seven-corners>