

Fairfax County Parkway (FCP) and Franconia-Springfield Parkway (FSP) Corridor Improvement Study
Summary of November 2016 Public Meeting Comments and Responses



Location	Comment	Response	Type*
Wiehle Avenue, Heather Way (7021, 7031)	<p>- Traffic leaving Heather Way during AM rush hour is often blocked due to southbound traffic and back-up at the Wiehle Ave. intersection. A “Do Not Block Intersection” sign on the southbound lanes at Heather Way would help.</p> <p>- During PM rush hour, long lines exist on westbound Wiehle Ave turning toward northbound FCP. The right turn signal there seems to be slaved to the sensor for southbound FCP traffic turning toward eastbound Wiehle. Suggest adding a sensor on Wiehle turn lane.</p>	<p>- Project team will review and provide appropriate recommendation.</p> <p>- The westbound right-turn movement is permitted when the westbound lanes have a green signal and also when the southbound left-turn have a green signal. There is a restriction for right-turn on red due to the limited sight distance. This is likely a signal timing issue and not a detector issue. Project team will review with VDOT traffic operations staff to evaluate the feasibility of adjusting signal timings.</p>	V-S, V-O
Sugarland Road (7221)	The bike trail “jog” at Sugarland Road is not signed. New bicyclists do not know where to turn with this jog, often ending up as bicyclists on the FCP shoulders. Please add signs at the jog directing bicyclists appropriately.	Trail and bicycle wayfinding signage improvements have been identified with this study and FCDOT has an ongoing project for bicycle wayfinding. The Sugarland Drive location will be added in coordination with the ongoing FCDOT wayfinding project.	BP
Franklin Farm Road (5821)	Please consider two left turn lanes vs. two right turn lanes at Franklin Farm Rd. and FCP.	The project team has reviewed this location again and recommend that the eastbound approach be reconfigured to include two left-turn lanes, one through lane, and two right-turn lanes (5 lanes total).	V-O
General	Can the fines be imposed or increased to drivers that fail to yield to the bike rider or walker in the crosswalk?	Enforcement issue; will be referred to Fairfax County Police Department (FCPD) for consideration.	BP-S
General	Please use more current data. Stringfellow to Dulles Toll Road in the AM and the toll road to Stringfellow in the evening is routinely stop and go, bumper to bumper.	The project began in October 2014 and has limited funding. The congestion is noted and will be further addressed as part of the Long Range Planning Study.	G
Spring Street to New Dominion Boulevard (6321-6421)	Would it be possible to build a noise abatement wall on the FCP northbound side between Spring St. and New Dominion Parkway? Perform a noise study as soon as possible.	No new sound walls have been identified as part of the existing conditions study. Additional sound walls may be considered with future projects as part of the environmental review process.	G
West Ox Road (5921)	There are significant traffic backups on West Ox Road at FCP going west in the morning commute and east in the evening rush hour	Project team will review and provide appropriate recommendation.	V-O

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General	It is not clear that there is any pedestrian level of service evaluation. Simply counting the number of pedestrians offers no insight into the experience of pedestrians in the corridor or the safety of pedestrian facilities. Evaluate how well automobile traffic respects pedestrian's ROW. Consider more direct mitigations than signage.	The objective of the study is to identify safety and operational challenges and potential improvements for all modes, including bicycles, pedestrians, and transit. Several improvements are identified for pedestrians along the corridor. A pedestrian level of service evaluation was not performed. Further enhancements, beyond short-term spot improvements, to the overall pedestrian experience will be addressed as part of the Long Range Planning Study.	BP-S
Franklin Farm Road (5821)	Franklin Farm Rd & FCP east on Franklin Farm Rd, left onto FCP N need two left lanes, increase lane storage or 2 nd lane.	The project team has reviewed this location again and recommended that the eastbound approach be reconfigured to include two left-turn lanes, one through lane, and two right-turn lanes (5 lanes total).	V-O
General	When this rolls out, please work with FCPD to educate and enforce. Traffic on FCP is way too fast.	VDOT will share this comment with Fairfax County Police Department (FCPD).	G
General	Please publicize what a small percentage of total funding goes to bike/ped.	The study is not focused on highlighting current funding programs, but potential opportunities to improve safety and operational challenges such that funding mechanisms can be identified to implement associated improvements.	G
General	Consider rumble strips in right turn lanes	VDOT typically avoids the use of rumble strips, especially in areas adjacent to residential neighborhoods, due to the noise generated by vehicles traveling over the rumble strips.	G
General	Consider, as you add lanes, making the added lane an HOV lane to encourage ride sharing. Most cars I see have 1 person in them. Very inefficient.	This will be evaluated in the Long Range Planning Study.	G

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<p>Old Plains Road (5531)</p>	<p>[9 letters received with similar comments] -Would like the study to include intersection of Old Plains Rd. and FCP. Getting onto FCP southbound from Old Plains Rd is getting increasingly difficult. There is a curve that is impacting the visibility of cars and there is no ramp to merge. -There is no entry to Old Plains Rd. from FCP northbound. Have to take U-turn from Stringfellow Rd intersection. However, the vehicles on Stringfellow Rd that are turning right are not yielding to U-turn as they are not aware of the U-turn or left turn. -Convert the shoulder to a merging ramp getting onto FCP southbound from Old Plains Rd. -Provide a left turn from FCP northbound providing entry to Old Plains Rd. -Provide secondary access to the neighborhood, perhaps by way of Highland Oaks Drive (this was suggested in only one of the letters).</p>	<p>The project team will review and provide appropriate recommendations regarding vehicular access to and from FCP as well as trail access from the neighborhood.</p>	<p>V-O</p>
<p>Baron Cameron Avenue (6521)</p>	<p>The Town of Herndon supports the identified pedestrian and bicycle improvements. In addition, please consider tightening the curb radii to reduce vehicle speeds and make the crossings safer.</p>	<p>Comment acknowledged. The larger curb radii are necessary for truck turning maneuverability; therefore, they cannot be reduced.</p>	<p>BP-S</p>
<p>Spring Street (6303, 6321)</p>	<p>-The Town of Herndon supports the identified pedestrian and bicycle improvements. -Future widening of Spring Street and increased pedestrian activity in Reston and Herndon may necessitate future accommodations along the south side of Spring Street. -Please consider interchange access modifications that eliminate the traffic signal on FCP at Spring Street.</p>	<p>The Long Range Planning Study will evaluate interchange access modifications, as well as additional pedestrian improvements at this location.</p>	<p>BP-S, V-O</p>

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<p>Fox Mill Road to Sunrise Valley Drive (6021-6121)</p>	<p>[4 letters received with similar comments] Consider adding sound walls along Fairfax County Parkway south of Sunrise Valley Drive to protect the Polo Field community from sound pollution.</p>	<p>No new sound walls have been identified as part of the existing conditions study. Additional sound walls may be considered with future projects as part of the environmental review process.</p>	<p>G</p>
<p>Fox Mill Road to Sunrise Valley Drive (6021-6121)</p>	<p>When can we expect the Parkway to be widened and how will the expected increase in noise be addressed? Will a sound wall be built, and if so, is there room for it to be built given the gas pipelines that run adjacent to the Parkway? If built, will it be in place before widening of the Parkway begins? It is preferred that the sound wall be constructed now as the constant tree removal has devalued our homes and made our lives miserable.</p> <p>If nothing can be done, we should address the issue at hand by having our home values re-assessed for real estate tax purposes.</p>	<p>The Long Range Planning Study may evaluate the points made about timing of the widening and the provision for noise walls. The project goals and objectives are still being defined as the project is in the early stages of a 2-year schedule.</p> <p>VDOT and FCDOT are not responsible for real estate tax assessments. The County Department of Tax Administration should be contacted to address tax assessment issues.</p>	<p>G</p>
<p>General</p>	<p>The ped/bike safety improvements are welcome. However, the general condition of the trail is hazardous – it is not being maintained. Pedestrian ADA improvements are sometimes installed in a way that makes the facility unsafe/difficult for cyclists, often the primary users. Please ensure ADA compliant facilities accommodate bicyclists’ needs.</p>	<p>The design of improvements considers all potential users of corridor facilities, including vehicles, bicyclists, and pedestrians. Standards, policies, and guidelines followed by VDOT determine the design approach. Trail improvements were developed for pedestrians and bicycle users. VDOT does not currently have a regularly scheduled maintenance for the trail. However, VDOT encourages trail users to contact VDOT (https://my.vdot.virginia.gov/) when they see maintenance items which need to be addressed.</p>	<p>G</p>
<p>Pilot House Road, Waterline Drive (3431, 3531)</p>	<p>The existing pedestrian crossings are not safe. Drivers do not stop for pedestrians trying to cross. It needs a flashing crossing signal that can be activated by pedestrians.</p>	<p>Project team will review and provide appropriate recommendation.</p>	<p>BP-S</p>

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General	When it snows, it should not be shoveled onto the bike path as it blocks access for weeks after the roadways have melted.	VDOT plows away from the road to make as many roads passable as quickly as possible. VDOT plow operators push snow off the roadway in smooth, continuous passes. Therefore, during heavy snow storms the plowed snow may end up blocking portions of the bike path. We are sorry for this inconvenience.	BP
Huntsman Boulevard (3121)	The Huntsman Boulevard U-turn concept appears to cross the existing FCP Trail.	The trail would be shifted outside of the footprint of the U-turn lane. The graphic will be updated to clarify the trail realignment.	BP
General	Has there been a study of grades on hills along the FCP Trail?	Specific grade information was not available and was not studied. However, some improvements identified will improve the trail grades.	BP
General	The logic of large cost improvements without maintenance of trails escapes me. Site visits to bike/ped crossings are more valid than a map view.	There are limited funds for trail maintenance by VDOT. VDOT does not currently have a regular maintenance schedule for the trail. However, VDOT encourages trail users to contact VDOT (https://my.vdot.virginia.gov/) when they see maintenance items which need to be addressed.	BP
Reservation Drive (3221)	Safer access to South Run/Reservation Drive.	The comment was not specific to the type of access and therefore it was assumed this related to proving safer bicycle and pedestrian access. Several intersection improvements for bicycle and pedestrian users have been identified at this intersection.	BP-S
Roberts Parkway (3921)	Provide bike access to the signal at Roberts Parkway.	The comment was not specific to the type of access and therefore it was assumed this related to proving safer bicycle and pedestrian access. Several intersection improvements for bicycle and pedestrian users have been identified at this intersection.	BP-S
Rugby Road (5421)	Evaluate intersection operations to reduce side street delay, in particular, the heavy westbound left-turn from Rugby Road onto southbound FCP.	Project team will review and provide appropriate recommendation.	V-O
General	Final report should look at priorities since the long-term study may need financial support. Focus on capacity hot spots (e.g. Sunrise Valley Drive, Franklin Farm Road, Popes Head Road, Loisdale Road, John J. Kingman Road).	Projects will be categorized by the type of improvement (e.g. programmatic, capital improvement project). Capital improvement projects will require that funding be identified.	G

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Terminal Road- Loisdale Road (1721, 1821)	Please review recommendations at this location. Adding a third NB lane may not be a 3-10 year project without right-of-way impacts to existing businesses without removing the asphalt path.	This proposed improvement may be implemented in less than ten years if funding is available. However, at this time funding has not been identified for improvements at this location.	V-O
Spring Street, Dulles Toll Road, Route 50 (6303, 6221, 6222, 5321, 5322)	There are especially dangerous ramp crossings at these locations.	Several intersection safety improvements for bicycle and pedestrian users have been identified at this intersection.	BP-S
General	Unsigned detours need to be signed and the detours and trail in general need to be improved. Connections to other major cycle routes along the entire corridor need improvements and markings, such as Route 1, Telegraph Road, and many others.	Wayfinding signage will be added in coordination with the ongoing FCDOT wayfinding project.	BP
Fair Lakes Parkway at SB FCP Service Road (5122)	Evaluate the southbound yield – it is prone to vehicle collisions (we personally were hit by a truck just recently).	Project team will review and provide appropriate recommendation.	V-S
Spring Street, Dulles Toll Road, Sunrise Valley Drive (6303, 6221, 6222, 6121)	The bike crossings at these locations are too far down and around the exit. Approaching cars cannot be seen by bikers on the FCP Trail. A simple fix might be to move the bike crossing closer to the Parkway, giving bikers better visibility of cars (and vice versa).	Several intersection safety improvements for bicycle and pedestrian users have been identified at these intersections, including one such as the example provided.	BP-S
Fair Lakes Parkway to I-66 (southbound direction) (5122-5001)	The entrance ramp from Fair Lakes Parkway consistently backs up due to I-66 WB ramp traffic backing up from the highway entrance. It consistently slows traffic and results in entrance ramp traffic sitting at a standstill while the other lanes speed by at 50+ mph.	The I-66 Corridor Improvement Project addresses capacity issues at this location which create the observed congestion.	V-S

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<p>Huntsman Boulevard (3121)</p>	<p>The proposed U-turn treatment encroaches on the South Run Park. There is a high potential for the park to experience direct impacts of lost land, vegetation, and habitat; increased storm water discharge, cultural resource damage, invasive species, as well as wildlife quality impacts. If federal funding is utilized, this project will require an environmental assessment of impacts to park and recreation resources in accordance with Section 4(f) of the Federal Transportation Act.</p>	<p>The improvement is recommended based upon the potential benefit to corridor operations. Future planning and design efforts would have to satisfy all regulatory requirements, including Section 4(f), based upon the funding source.</p>	<p>V-O</p>
<p>Lee Chapel Road (3321)</p>	<p>The proposed turn lane extension encroaches on the South Run Park. There is a high potential for the park to experience direct impacts of lost land, vegetation, and habitat; increased storm water discharge, cultural resource damage, invasive species, as well as wildlife quality impacts. If federal funding is utilized, this project will require an environmental assessment of impacts to park and recreation resources in accordance with Section 4(f) of the Federal Transportation Act.</p>	<p>The improvement is recommended based upon the potential benefit to corridor operations. Future planning and design efforts would have to satisfy all regulatory requirements, including Section 4(f), based upon the funding source.</p>	<p>V-O</p>
<p>Spring Village Drive (7521)</p>	<p>The proposed sidewalk along the north side encroaches on the frontage of Accotink SV Park. There is a high potential for the park to experience direct impacts of lost land, vegetation, and habitat; increased storm water discharge, cultural resource damage, invasive species, as well as wildlife quality impacts. If federal funding is utilized, this project will require an environmental assessment of impacts to park and recreation resources in accordance with Section 4(f) of the Federal Transportation Act.</p>	<p>The improvement is recommended based upon the potential benefit to access for bicyclists and pedestrians. Future planning and design efforts would have to satisfy all regulatory requirements, including Section 4(f), based upon the funding source.</p>	<p>BP</p>

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<p>Dulles Toll Road, Sunrise Valley Drive, Sunset Hills Drive (6303, 6221, 6222, 6121)</p>	<p>I make frequent use of the bike path system around Reston including the W&OD, and have extensive knowledge about the segment discussed in the study that's located between Sunrise Valley and Sunset Hills. In particular, all FCP pathway crossings at the Dulles Toll Road on and off ramps, and at the off ramp to Sunset Hills are hazardous to pedestrians. I've had many close calls at every one of these intersections. Future construction should consider permanently flashing warning lights, or better yet, motion-activated crossing lights to alert motorists to pedestrian activity at all on/off ramps to/from FCP. Line-of-sight is an issue at all locations mainly because motorists overdrive the ramp alignments and frequently travel at high speeds despite the speed limits at the on/off ramps. The Cadillac option at all ramp intersections would be grade separation crossings.</p>	<p>Several safety improvements for bicycle and pedestrian users have been identified at the trail crossings, including some warning beacons and realignment to improve sight distance. The Long Term Planning Study will be reviewing potential trail crossing grade separation at interchanges.</p>	<p>BP-S</p>
<p>Sunrise Valley Drive (6121)</p>	<p>There is no pedestrian crossing along the south side of Sunrise Valley to cross FCP, however, in my opinion, one should and could be installed there. I frequently cross FCP at that location without difficulty mainly because very few vehicles turn from EB Sunrise Valley to SB FCP and crossing there during the EB Sunrise green is done with no higher risk than crossing Sunrise with the walk signal on either side of FCP (Note that both of those established crossings also involve turn lanes that could be active during the walk signal).</p>	<p>Based on the existing traffic signal timings and phasing, VDOT has provided only one crossing of Fairfax County Parkway to minimize additional vehicular delay. However, there are some improvements identified that could potentially change the traffic signal phasing where a new crosswalk could be added. Project team will review and provide appropriate recommendation.</p>	<p>BP</p>

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<p>Popes Head Road (4721)</p>	<p>The Parkway and Popes Head Road intersection is a significant and well known daily traffic bottleneck that would benefit from an overpass. I urge VDOT to assess a purchase of the four adjacent parcels needed for a future overpass while three of those sites are unimproved. Purchasing the necessary parcels now will provide significant cost savings compared with obtaining the parcels at a future date after land values appreciate and, if, the parcels are developed.</p>	<p>VDOT is currently working on a project that is evaluating interchange alternatives. As part of the project, right-of-way needs will be identified so that VDOT can begin the process of engineering design and land acquisition.</p>	<p>V-O</p>

*V-O: vehicle-operations, V-S: vehicle-safety, BP: bike/ped, BP-S: bike/ped-safety, D: design, T: transit, G: general