



Route 28 and Dulles Toll Road/Dulles Greenway Traffic Operations and Safety Study

Summary of Public Outreach – Summer 2020

October 2020

Prepared for



Prepared by

Kimley»»Horn

Table of Contents

Summary of Public Outreach – Summer 2020..... 1

Public Engagement Information and Format..... 1

Narrated Presentation 1

Online Survey 1

Public Input Results..... 2

Overview of Participation..... 2

Responses to Survey Questions..... 5

Open Ended Comments..... 9

SUMMARY OF PUBLIC OUTREACH – SUMMER 2020

The Route 28 and Dulles Toll Road/Dulles Greenway Study is identifying operational and safety improvements in the vicinity of the Route 28 and Dulles Toll Road/Dulles Greenway interchange area. The study analyzed roadway conditions, nearby planned and approved land development, and associated traffic growth to identify the best improvement strategies. Recommended improvements will be included in an implementation plan that will be used to guide future projects. The implementation plan will identify short-, interim-, and long-term improvement projects to address the challenges that have been identified.

This document provides a summary of the public engagement conducted in Summer 2020 to solicit feedback on improvement alternatives and the preferred alternative.

Public Engagement Information and Format

The public engagement phase included a virtual public meeting consisting of a pre-recorded narrated presentation, project brochure, graphics of different improvement alternatives and the recommended preferred alternative, other reference material, and an electronic public input survey material that were made available on the project website (<http://www.Route28DTRGreenwayStudy.org>).

Narrated Presentation

A 20-minute narrated presentation was posted to the project website and VDOT YouTube site for the public to review at their own pace. The goal of the presentation was to present study findings and obtain public input on the recommended preferred alternative. The presentation included the following:

- Overview of project and goal of study
- Summary of existing traffic operational and safety challenges in the study area
- Summary of the approach to analyzing future conditions
- Criteria used to screen potential improvements
- Project development process
- Summary of improvement alternatives
- Recommended preferred alternative

The narrated presentation was made available July 3, 2020, which corresponded with the date the electronic survey was launched and advertised to the public. Participants were encouraged to complete the online survey or email feedback through the project website.

Online Survey

Coinciding with the release of the narrated presentation, an online survey was publicized by VDOT through the project website, news release, social media, Board of Supervisors newsletters, and direct email communication to stakeholders who have expressed interest in the project. The online survey was open for the public to provide input between July 3, 2020 and August 3, 2020. The survey solicited public input on the elements of the Recommended Preferred Alternative for the study area. Feedback received will be used to inform the final elements of the Preferred Alternative for analysis and development of implementation plan for programming improvements. **Attachment 1** shows the full survey.

The survey consisted of an initial question regarding support of the overall recommended preferred alternative, where participants could indicate whether they supported the overall recommended preferred alternative in its entirety.

If participants did not support the recommended preferred alternative, additional survey questions were presented by each specific area for more specific feedback. For each interchange area, a question by interchange area was generally presented as “If you do not support the recommended preferred alternative, what would you like to include in the preferred alternative?” with graphics illustrating various alternatives.

Public Input Results

Overview of Participation

Below is a high-level overview of the feedback and participation received.

- **Online Survey** - A total of 674 responses were received for the online survey.
- **Emails/Letters** – A total of 5 emails and letters related to this project were sent to VDOT.

Survey Responses by Zip Code

Participants were given the option of entering the zip code of their home and work. Of the 674 responses evaluated, 100 home zip codes and 84 work zip codes were provided. **Figure 1** shows a summary map of the home zip codes and **Figure 2** shows a map of the work codes.

- **Home Zip Codes** – 20171, 20170, 20175, 20176, 20147 represented 48% of all reported home zip codes.
- **Work Zip Codes** - 20171, 20170, 20190, and 20151 represented 47% of all reported work zip codes.

Figure 1. Summary of Home Zip Codes Provided

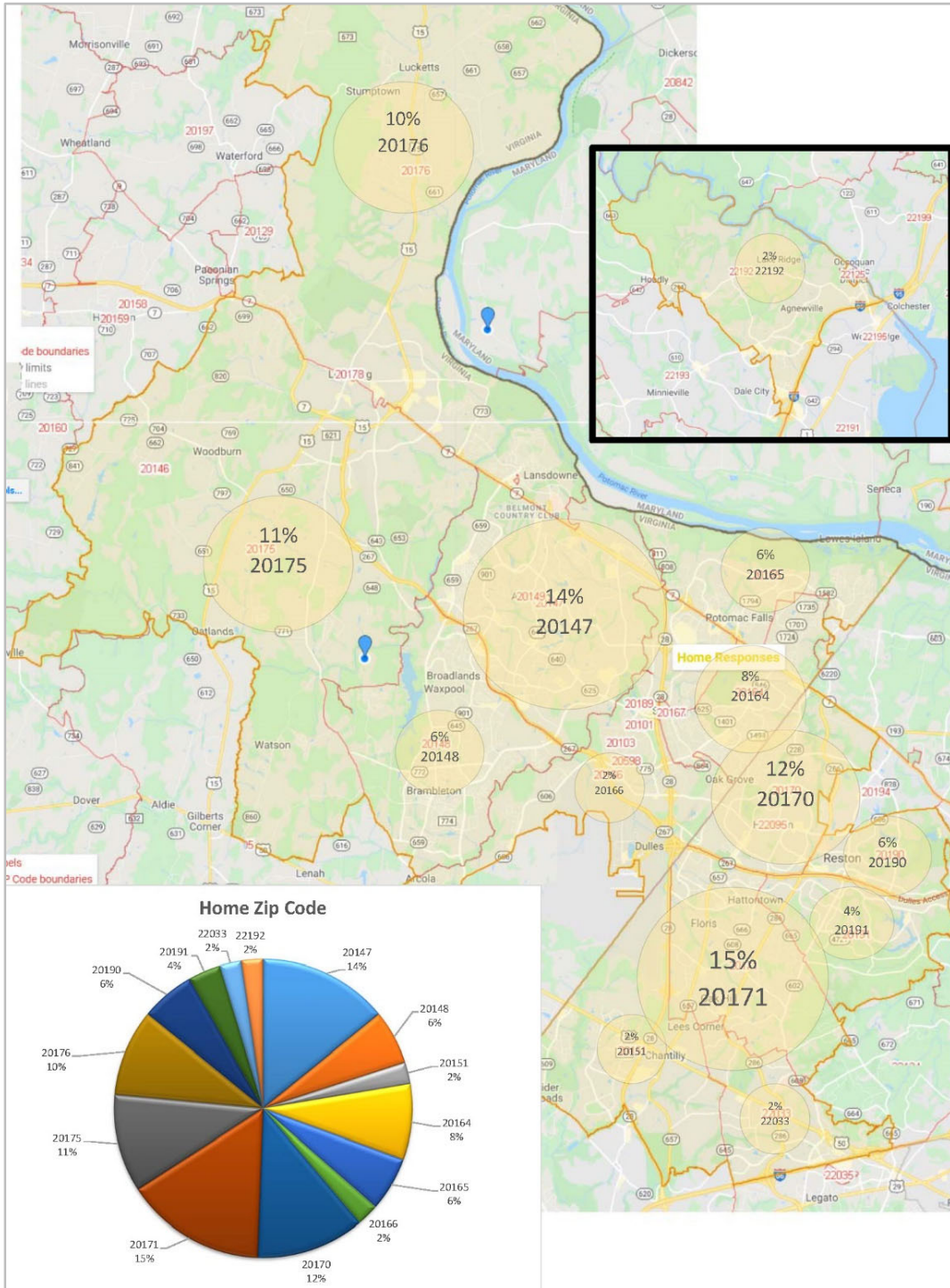
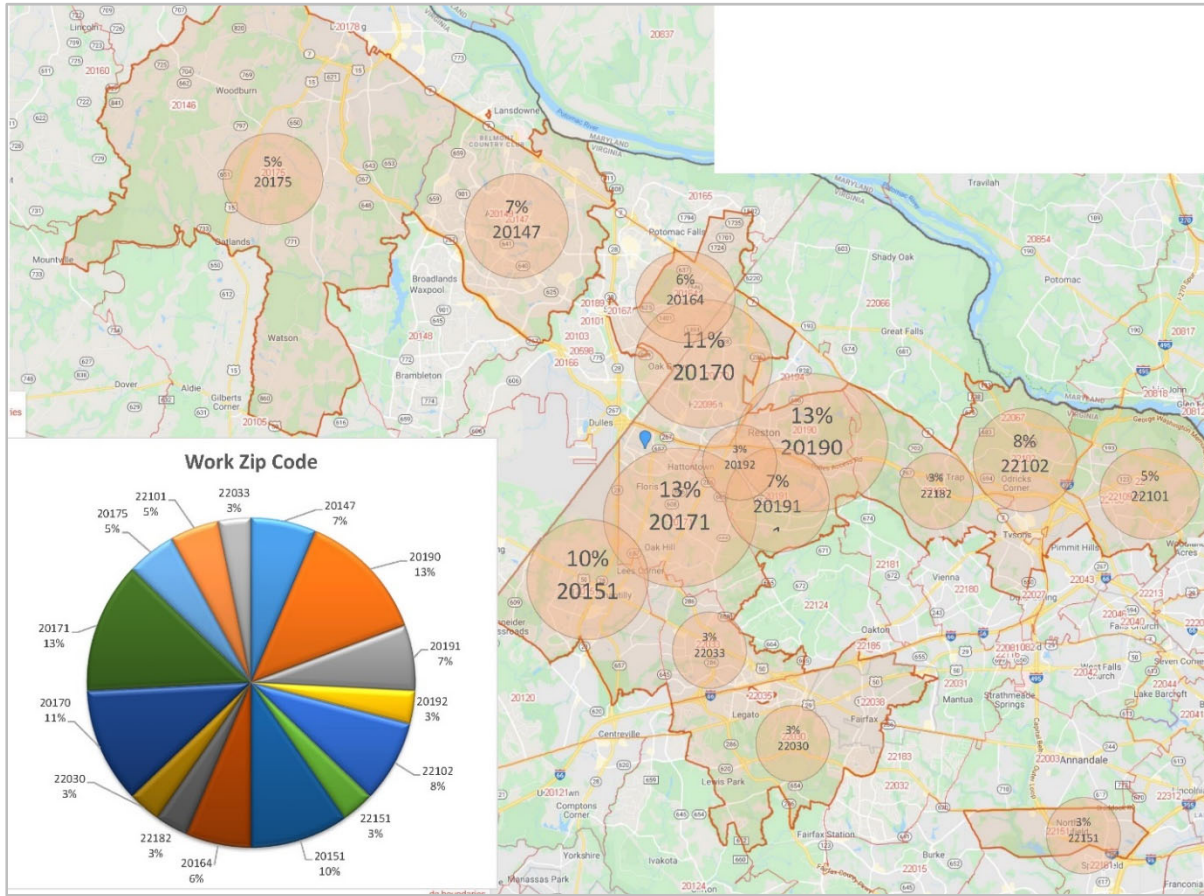
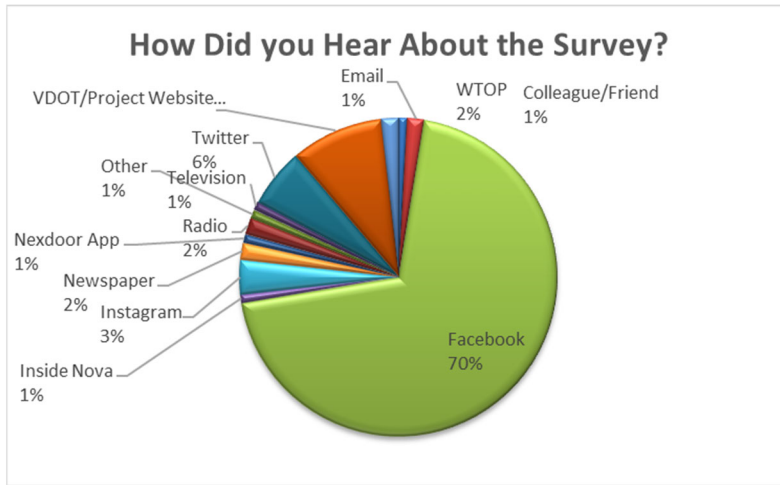


Figure 2. Summary of Work Zip Codes Provided



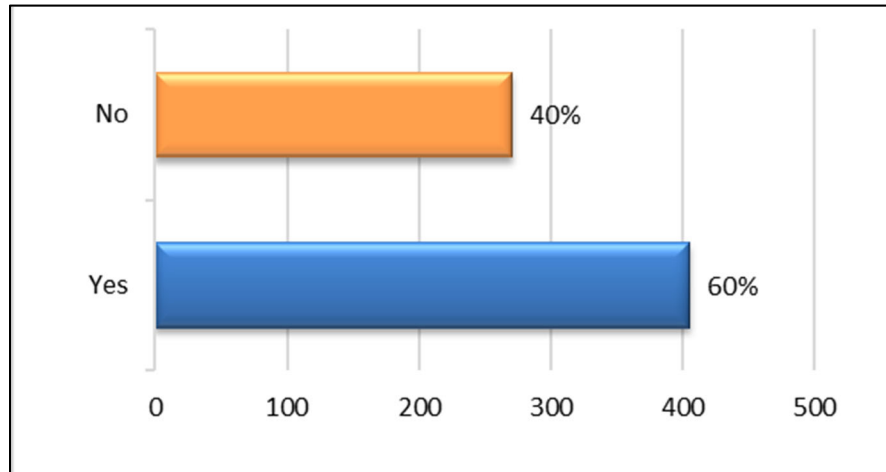
Hearing About Survey

Of the 674 responses, 116 participants indicated how they heard about the online survey. The majority of participants (70%) heard about the survey through Facebook.



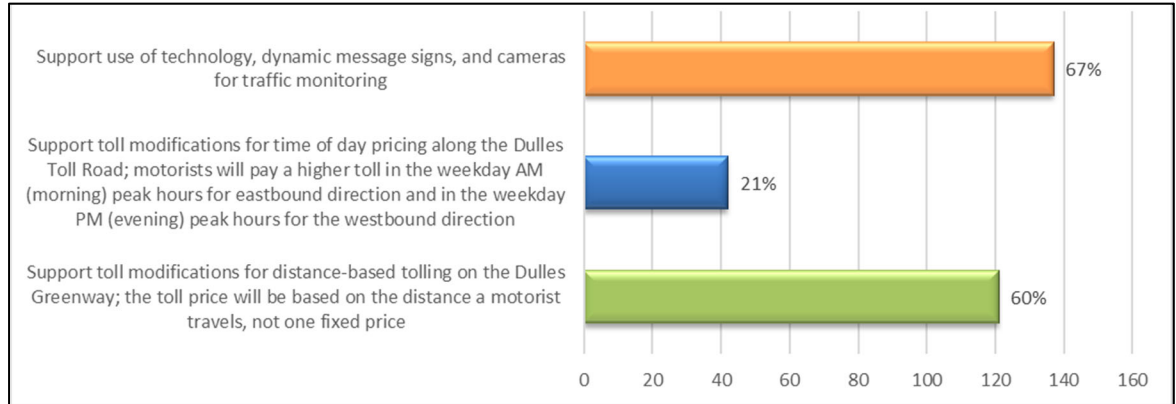
Responses to Survey Questions

Question 1: Do you support the recommended preferred alternative? (Yes/No)



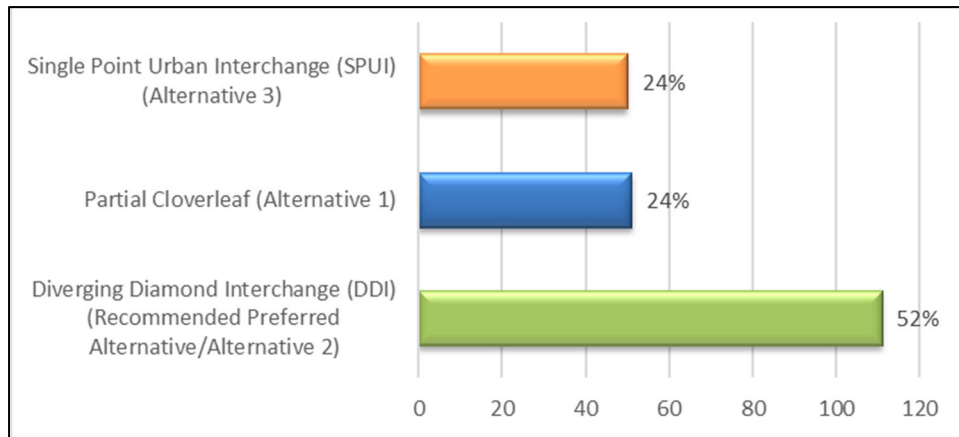
Question 2: If no, what items would you like to include in the preferred alternative?

Question 2a: Policy (Multiple Choice)*

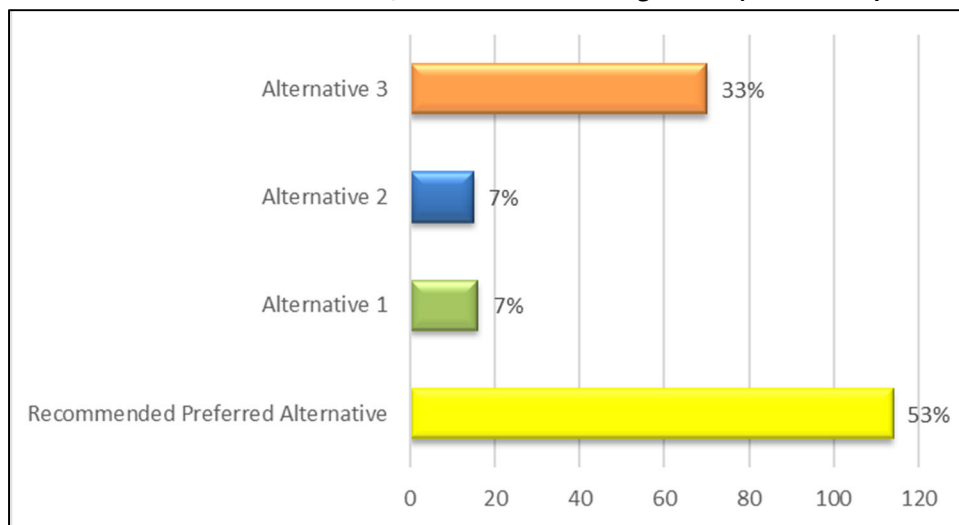


*note that because participants were allowed to select more than one response, the total percentages do not equal 100%.

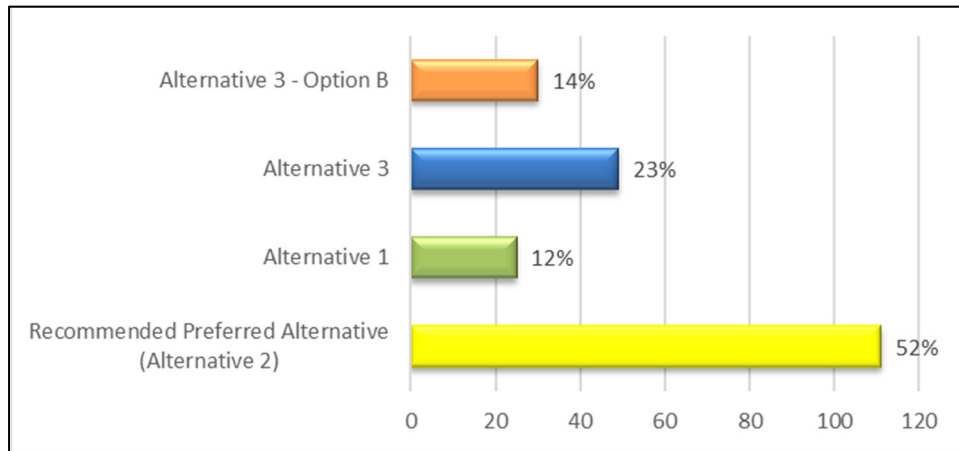
Question 2b: Route 606 (Old Ox Road)/Route 28 Interchange Area (Select One)



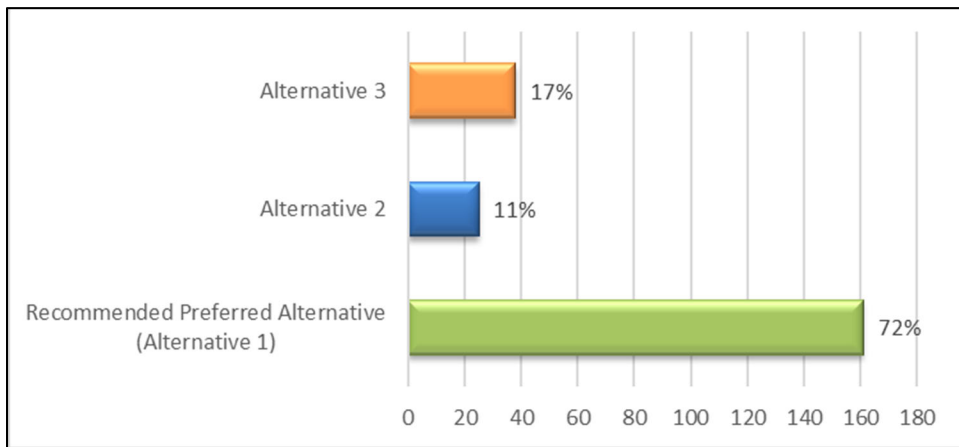
Question 2c: Innovation Avenue/Route 28 Interchange Area (Select One)



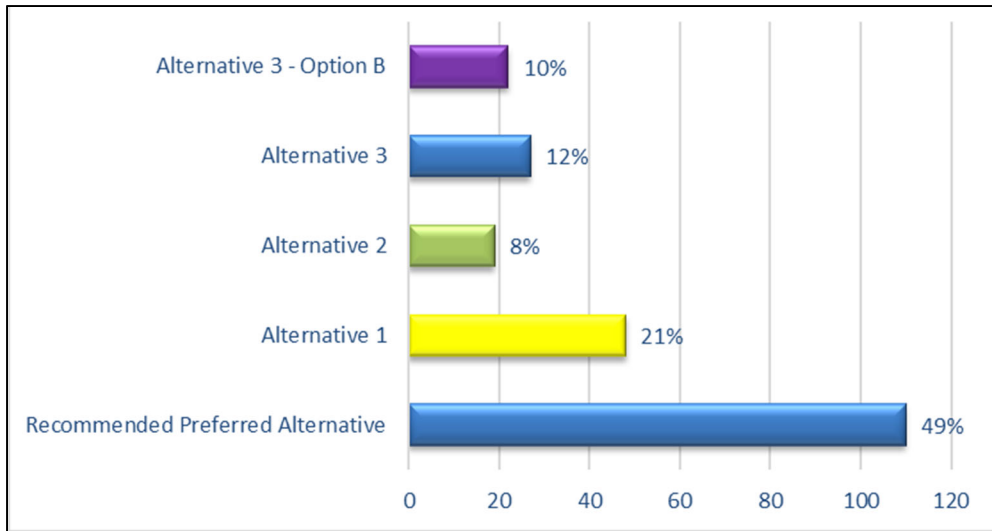
Question 2d: Route 28/Dulles Toll Road/Dulles Greenway Interchange Area (Select One)



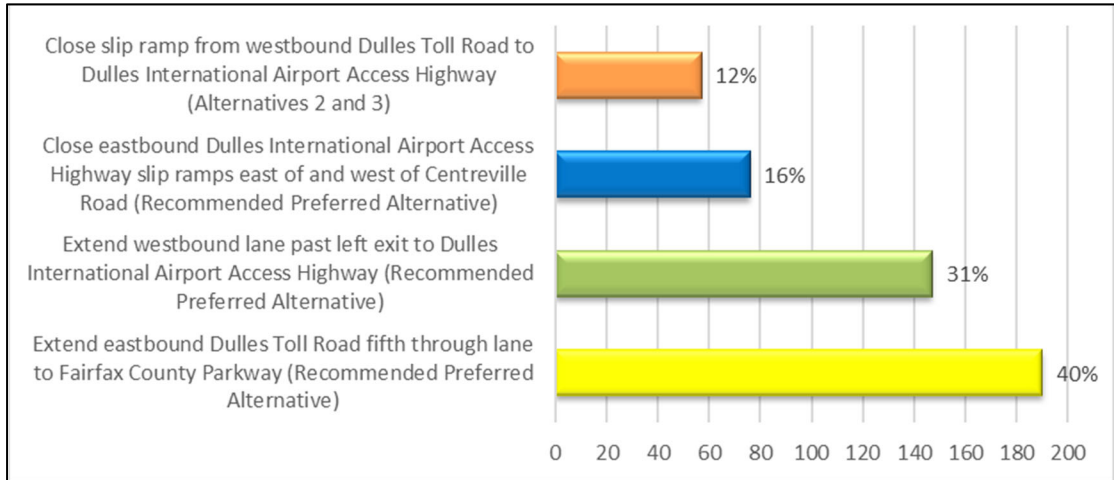
Question 2d: Frying Pan Road/Route 28 Interchange Area (Select One)



Question 2e: Centreville Road Interchange/Route 267 Interchange Area (Select One)



Question 2f: Route 267 Mainline (Multiple Choice)*



*note that because participants were allowed to select more than one response, the total percentages do not equal 100%.

Open Ended Comments

A review of written feedback (including the online survey, emails, and letters submitted to VDOT) is summarized in the following sections for specific interchanges as well as general feedback themes. It should be noted that some participants provided written comments about multiple topics, while others filled out the discrete questions and did not provide written feedback.

By Interchange Area

Comments submitted about specific interchange areas are included in this section.

1. Route 606 (Old Ox Road)/Route 28 Interchange Area

- No change should be made to the existing configuration (11 comments)
- Additional traffic signals should not be added (3 comments)
- Not enough travel lanes are added for the traffic at this interchange (2 comments)
- Consider other design options such as a partial cloverleaf or roundabout (2 comments)
- Do not close Route 28 off ramps to Old Ox Road (1 comment)
- Support for the preferred alternative (1 comment)

Response: *Comments regarding interchange configurations are noted. New traffic signals at this interchange area will be coordinated and spaced appropriately to meet VDOT guidance and support progression of traffic flow along the Old Ox Road corridor. Direct access from Route 28 to Old Ox Road will remain (no closures). The Diverging Diamond at this location is forecasted to perform comparable to the existing cloverleaf design and provide safety benefits by eliminating four weave areas that are currently leading to high frequency of crashes.*

2. Innovation Avenue/Route 28 Interchange Area

- Improve access from Innovation Avenue area to Dulles Toll Road/Dulles Greenway (6 comments)
- No change should be made to the existing configuration (5 comments)
- Safety concerns expressed about the operations in the interchange (2 comments)
- Do not support additional traffic signals (2 comments)
- Support for the preferred alternative (2 comments)
- Support only the extension of Pacific Boulevard element of concept (1 comment)
- Do not support extending Innovation Avenue; provide direct access to Innovation Avenue from Dulles Toll Road (1 comment)

Response: *Extending Innovation Avenue to Pacific Boulevard provides access to the existing and future development area and offers an alternate north-south connection from Old Ox Road to Innovation area. Additional traffic signals along this new connection will facilitate the heavy turning movements to and from Innovation Avenue. The improvements along Route 28 with ramp braiding and flyovers will provide direct connections between Innovation Avenue and the Dulles Toll Road/Dulles Greenway corridor.*

3. Route 28/Dulles Toll Road/Dulles Greenway Interchange Area

- Support for the Preferred Alternative (6 comments)
- No change should be made to the existing configuration (2 comments)

- Improve slip lanes to Dulles International Airport Access Highway, but do not close slip lanes (2 comments)
- Support Davis Bridge connection (3 comments); 1 noted safety concern for turning vehicles
- Support Dulles Toll Road eastbound widening (2 comments); 1 noted need to extend 5th lane on eastbound beyond Fairfax County Parkway Interchange
- Do not support Dulles Toll Road eastbound widening – will not work because more people will use the Dulles Toll Road (1 comment)
- Suggested flyover connection from Dulles Greenway to southbound Route 28 (1 comment)
- Support for Alternative 3 (1 comment)
- Replace traffic signals with roundabouts (1 comment)
- Direct access to airport from southbound Route 28 after flyover to Route 267, not from the flyover (1 comment)
- Support addition of traffic signal on Rock Hill Road (1 comment)

Response: *Proposed improvements at the Route 28/Dulles Toll Road/Dulles Greenway interchange address several high crash locations as well as the most critical traffic movements from westbound Dulles Toll Road to northbound Route 28 and southbound Route 28 to eastbound Dulles Toll Road. The Route 28/Dulles Toll Road/Dulles Greenway Study assumed the Davis Drive Bridge in place as the bridge is included in the MWCOG Constrained Long Range Plan (CLRP but is called the Rock Hill Road Overpass).*

4. Frying Pan Road/Route 28 Interchange Area

- Do not support additional traffic signals at this interchange for emission/pollution reasons, encouraged speeding, and worsening traffic flow (4 comments)
- Support for Alternative 1 as it addresses safety concerns (3 comments)
- Need to widen Frying Pan Road (3 comments)
- Do not extend River Birch to Frying Pan Road (3 comments)
- Support for Sunrise Valley Drive extension to improved connectivity (1 comment)
- Improve the confusing median area on Frying Pan Road (1 comment)

Response: *Proposed improvements at Frying Pan Road/Route 28 address one of the critical safety challenges in the study area. The future roadway network included at the Frying Pan Road interchange area and along Frying Pan Road aligns with the planned improvements documented in the Fairfax County Comprehensive Plan Transportation Map.*

5. Centreville Road Interchange/Route 267 Interchange Area

- Improvements to pedestrian paths/sidewalks to address safety concerns and provide multi-use path for connectivity to commercial area on Centreville Road and Innovation Metrorail station (3 comments)
- Do not support widening under the bridge in Alternative 2 (2 comments)
- Support connection between Innovation Avenue and Centerville Road on north side of Dulles Toll Road (2 comments)

- Remove slip lanes from westbound Dulles Toll Road to Access Road (1 comment)
- Keep slip lanes from westbound Dulles Toll Road to Access Road (1 comment)
- Support Diverging Diamond Interchange (1 comment)
- Do not support Diverging Diamond Interchange (1 comment)

Response: *Pedestrian and bicyclist accommodations will be incorporated with any improvement at this interchange area. Forecasted traffic volumes do not demonstrate a high demand for an east-west connection between Innovation Avenue and Centerville Road. Further the connection has several design challenges as well as a high estimated cost. Slip lane removal was proposed under the Preferred Alternative to address existing safety concerns along the DTR that led to high frequency of rear-end crashes.*

General Feedback Themes

For comments not related to specific interchanges, the following themes were developed based on the feedback.

A. Tolling

- Strong concern over any price increases or presence of tolling along the Dulles Toll Road (99 comments)
- Support for distance-based tolling (27 comments)
- Do not support peak hour tolling (11 comments)
- Suggested priority for HOV or motorcycles (6 comments)
- Suggested discounts for local residents or EZ-Pass holders (6 comments)
- Support for peak hour tolling (4 comments)
- Do not support distance-based tolling (2 comments)
- Support existing toll structure and expressed not desire for change (2 comments)

Response: *The Dulles Toll Road and Dulles Greenway are currently tolled facilities. The different tolling and pricing structures are being considered to manage peak period congestion based on direction of travel and distanced travel (which is comparable to other tolling structures in the region).*

B. Consideration of future Metrorail Station, Transit Oriented Development, and Pedestrian/Bicycle Connectivity

- Concern about the future traffic volume associated with future development and traffic flow in general (18 comments)
- Need for more pedestrian and bicycle infrastructure for connectivity in the study area on local roads and through interchange areas (14 comments)
- Need for more multimodal options in the study area – suggestions included increased parking at Metrorail stations, additional Metrorail access along Route 28, and extend metro access to Manassas area; Concern expressed over lack of mention of the Innovation Center Metrorail station, the planned transit oriented development, and its potential impact on the Route 28 and Dulles Toll Road Interchange area (10 comments)

Response: The future Metrorail station area and associated development are considered as part of this study and were noted in the presentation and reference material on the project website. The improvements identified will be designed in a manner that incorporates pedestrian and bicycle facilities that are included in the Loudoun County Countywide Transportation Plan, the Fairfax County Bicycle Plan and the Fairfax County Trails Plan. Metrorail infrastructure beyond the study area are not part of the focus of this project.

C. Project Cost

- Concern expressed over the cost of the project and noted a preference to find a less expensive solution (18 comments)
- Concern about how money will be spent – signage in area, traffic trend may change after COVID-19, previous construction efforts in same area, no real benefit in the near future (12 comments)
- No support for any public/private/partnership type agreement (9 comments)
- Support for the proposed project costs (3 comments)

Response: Project improvement costs are included for an order of magnitude and relative comparison among the different improvement alternatives. In addition to cost, other measures including improved traffic operations, safety benefits, and potential property impacts are being considered in screening the various improvement options. Project costs will be further refined at the next stage of project development.

D. Traffic & Safety

- Diverting traffic on to local roads will lead to more congestion (8 comments)
- Safety concerns related to vehicles merging to mainline and changing lanes (7 comments)
- Concerns expressed about the Dulles Greenway/Dulles Toll Road not being safe (5 comments)
- Prohibit commercial and truck use in the left lane in the study area (2 comments)
- Concern about future construction and impacts to traffic and safety (1 comment)

Response: VDOT is working very closely with Fairfax County, Loudoun County, MWAA, and TRIP II (Operators of the Dulles Greenway) to improve safety and traffic operations. The study is utilizing traffic simulation software to analyze the traffic operations. Safety elements associated with improvements are also considered to identify where conflict points and weave areas may be eliminated or minimized.

E. Infrastructure

- Suggestions related to traffic signals through the study area – change signal timing for better progression, reduce signal timing to reduce delay, or convert to roundabouts (16 comments)
- Feedback related to the existing toll plazas – poor design and need to convert to electronic payment (13 comments)
- Need for more signage and requests for cameras to monitor traffic flow (7 comments)

- Consider speed limit changes; perceived speed traps in the study area (3 comments)

Response: All improvements considered traffic signal timing adjustments and optimization, conversion of toll plazas to all electronic payment, and enhanced signage and traffic monitoring. Modifying speed limits could also be considered during the design process.

F. Environment - 2 comments noted a desire to support any option that conserves as much of existing trees and greenspaces as possible; Impacts to natural environment noted and a desire to see environmental analysis associated with the Preferred Alternative.

Response: An environmental analysis will be conducted at a later date once the improvements advance into preliminary engineering. At that time, impacts to the natural environment will be further analyzed and documented. Where possible environmental impacts will be avoided or minimized.

G. Waxpool Road Area

- Preferred Alternative will benefit commuters and help to avoid Dulles Greenway price and relieve congestion on Waxpool Road. (2 comments)
- Consider prohibiting commercial trucks between I-66 interchange and Waxpool Road (1 comment)
- Project does not address PM delay from Waxpool Road (1 comment)

Response: While the study area does not extend to Waxpool Road, the project team recognizes the congestion challenges that occur at the Waxpool Road interchange. The Waxpool Road interchange challenge will be noted in the project report for future consideration of improvements.

H. Suggestion for Other Regional Projects and Connections

- Suggested for another Greenway, northbound or southbound travel lanes only on Route 28, I-66 improvements in Manassas (6 comments)
- Suggestions for connection from Route 28 to Maryland (3 comments)

Response: The suggested connections could potentially provide safety and operational improvements. However, this study was focused on developing improvements in close coordination with the Partner Agencies including Fairfax County, Loudoun County, MWAA, and TRIP II as consistent as possible to documented, adopted transportation plans for each agency.



Route 28 and Dulles Toll Road/Dulles Greenway Study Public Input Survey

VDOT is completing a study to develop safety and traffic mitigation measures for the Route 28 and Dulles Toll Road and Dulles Greenway interchange in Fairfax County and Loudoun County.

Visit the [project website](#) for more details on the study and recommended preferred alternative. A summary of the different improvement alternatives evaluated and graphics are available using the links below.

Link download time dependent on file size.

[Summary Matrix Comparing Alternatives](#) (2 MB)

[Recommended Preferred Alternative Graphic](#) (38 MB)

[Alternative 1 Graphic](#) (43 MB)

[Alternative 2 Graphic](#) (43 MB)

[Alternative 3 Graphic](#) (43 MB)

[Alternative 3-Option B Graphic](#) (43 MB)

Please provide your feedback on the recommended preferred alternative and proposed improvements in the study area.

1. Do you support the recommended preferred alternative? *

Yes

No

** If you select no, additional survey questions will be provided to obtain input for locations throughout the study area.*

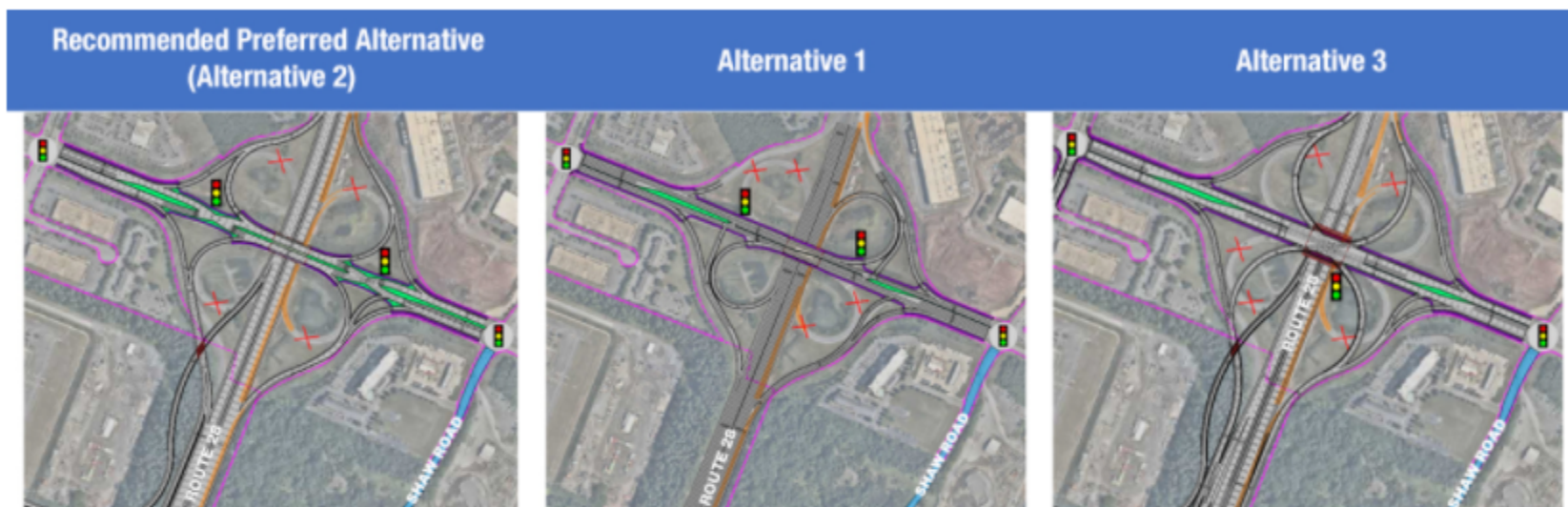
2. If no, what items would you like to include in the preferred alternative?

2a. Policy

You may select more than one: *

- Support toll modifications for distance-based tolling on the Dulles Greenway; the toll price will be based on the distance a motorist travels, not one fixed price
- Support toll modifications for time of day pricing along the Dulles Toll Road; motorists will pay a higher toll in the weekday AM (morning) peak hours for eastbound direction and in the weekday PM (evening) peak hours for the westbound direction
- Support use of technology, dynamic message signs, and cameras for traffic monitoring
- Other

2b. Route 606 (Old Ox Road)/Route 28 Interchange Area



- **Recommended Preferred Alternative (Alternative 2)**
 - [Diverging Diamond Interchange \(DDI\)](#)
- **Alternative 1**
 - Partial Cloverleaf
- **Alternative 3**
 - [Single Point Urban Interchange \(SPUI\)](#)

Select one: *

- Diverging Diamond Interchange (DDI) (Recommended Preferred Alternative/Alternative 2)
- Partial Cloverleaf (Alternative 1)
- Single Point Urban Interchange (SPUI) (Alternative 3)
- Other

2c. Innovation Avenue/Route 28 Interchange Area

Recommended Preferred Alternative



Alternative 1



Alternative 2



Alternative 3



- **Recommended Preferred Alternative**
 - Direct ramp from westbound Innovation Avenue to the new flyover ramp
 - Pacific Boulevard extension between Route 606 and Innovation Avenue
- **Alternative 1**
 - Westbound Innovation Avenue connection to westbound Dulles Greenway
 - Route 28 off-ramp to tie with westbound Dulles Greenway and Innovation Avenue via a signalized intersection
- **Alternative 2**
 - Westbound Innovation Avenue connection to westbound Dulles Greenway
 - Route 28 off-ramp to tie with westbound Dulles Greenway and Innovation Avenue via a signalized intersection
 - Direct connection ramp from westbound Innovation Avenue to the new flyover ramp
- **Alternative 3**
 - Westbound Innovation Avenue connection to westbound Dulles Greenway
 - Replace existing westbound Innovation Avenue to southbound Route 28 loop ramp with two new ramps providing access to (1) southbound Route 28 mainline and (2) the new flyover ramp to the Dulles International Airport Access Highway/eastbound Dulles Toll Road
 - Pacific Boulevard extension between Route 606 and Innovation Avenue

Select one: *

- Recommended Preferred Alternative
- Alternative 1
- Alternative 2
- Alternative 3
- Other

2d. Route 28/Dulles Toll Road/Dulles Greenway Interchange Area



- **Recommended Preferred Alternative (Alternative 2)**

- Add a two-lane flyover ramp from southbound Route 28 to eastbound Dulles Toll Road and westbound Dulles International Airport Access Highway and remove the existing loop ramp
- Widen westbound Dulles Toll Road to northbound Route 28 ramp to two lanes and add a bridge to northbound Route 28 and Innovation Avenue

- **Alternative 1**

- Add a southbound Collector-Distributor Road System along Route 28
- Widen southbound Route 28 to eastbound Dulles Toll Road loop ramp to two lanes
- Add a bridge to separate the eastbound Dulles International Airport Access Highway movement from the southbound Route 28 ramp

- **Alternative 3**

- Add a three-lane flyover ramp from southbound Route 28 to eastbound Dulles Toll Road and westbound Dulles International Airport Access Highway and remove the existing loop ramp
- Widen westbound Dulles Toll Road to northbound Route 28 ramp to two lanes and add a bridge to separate ramp movements to northbound Route 28 and Innovation Avenue
- Add a northbound Collector-Distributor Road System along Route 28 between the Dulles Toll Road and Route 606 Interchanges

- **Alternative 3 - Option B**

- Same improvements as Alternative 3
- Change to westbound only from Centreville Road to the future Davis Drive bridge
- Add a connection from Dulles Corner Drive to the northbound Route 28 ramp to the Dulles Toll Road

Select one: *

- Recommended Preferred Alternative (Alternative 2)
- Alternative 1
- Alternative 3
- Alternative 3 - Option B
- Other

2e. Frying Pan Road/Route 28 Interchange Area

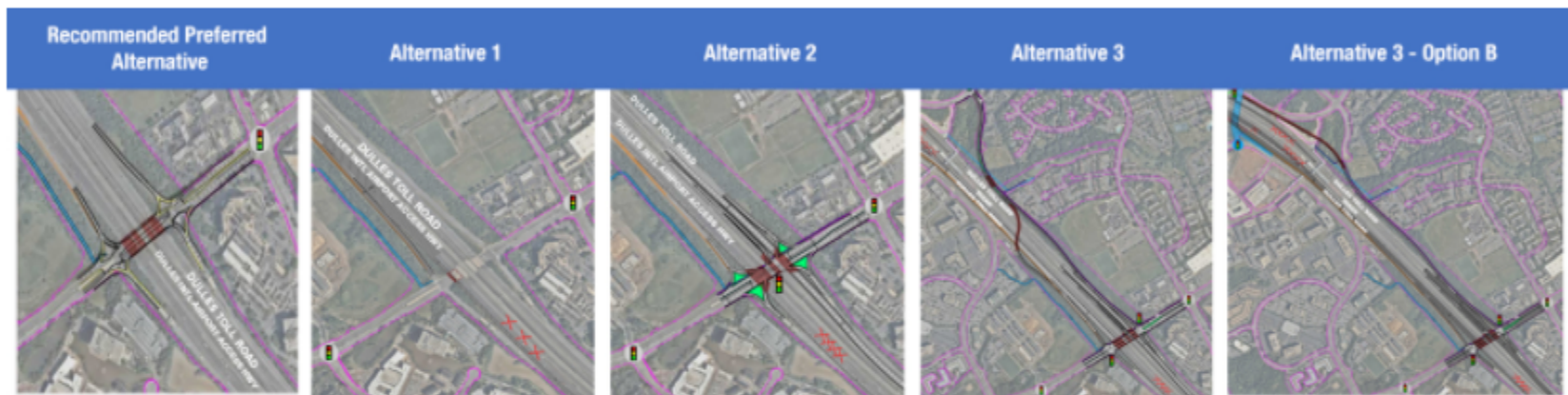


- **Recommended Preferred Alternative (Alternative 1)**
 - Barrier separated on-ramp from westbound Frying Pan Road to southbound Route 28 and extend acceleration lane
 - Extend deceleration lane on northbound Route 28 off-ramp to Frying Pan Road
- **Alternative 2**
 - Expanded trumpet interchange
- **Alternative 3**
 - [Diverging Diamond Interchange \(DDI\)](#)

Select one: *

- Recommended Preferred Alternative (Alternative 1)
- Alternative 2
- Alternative 3
- Other

2f. Centreville Road Interchange/Dulles Toll Road Interchange Area



- **Recommended Preferred Alternative**

- [Diverging Diamond Interchange \(DDI\)](#)
- Widen Centreville Road to six lanes

- **Alternative 1**

- No improvements

- **Alternative 2**

- [Single Point Urban Interchange \(SPUI\)](#)
- Ramp connection from Centreville Road to westbound Dulles International Airport Access Highway within the SPUI
- Widen Centreville Road to six lanes

- **Alternative 3**

- Add a ramp from Centreville Road to westbound Dulles International Airport Access Highway via a displaced left-turn signal
- Add a new roadway between Innovation Avenue/Dulles Green Boulevard to Centreville Road/Dulles Toll Road
- Widen Centreville Road to six lanes

- **Alternative 3 - Option B**

- Add a ramp from Centreville Road to westbound Dulles International Airport Access Highway via a displaced left-turn signal
- Add a new roadway (westbound only) from Centreville Road to the future Davis Drive Bridge
- Widen Centreville Road to six lanes

Select one: *

- Recommended Preferred Alternative
- Alternative 1
- Alternative 2
- Alternative 3
- Alternative 3 - Option B
- Other

2g. Route 267 Mainline

Recommended Preferred Alternative
(Alternative 1)



Alternative 2



Alternative 3



You may select more than one: *

- Extend eastbound Dulles Toll Road fifth through lane to Fairfax County Parkway (Recommended Preferred Alternative)
- Extend westbound lane past left exit to Dulles International Airport Access Highway (Recommended Preferred Alternative)
- Close eastbound Dulles International Airport Access Highway slip ramps east of and west of Centreville Road (Recommended Preferred Alternative)
- Close slip ramp from westbound Dulles Toll Road to Dulles International Airport Access Highway (Alternatives 2 and 3)

Please provide any further comments or feedback.

Thank you for your interest in the Route 28 and Dulles Toll Road/Dulles Greenway Project. Please visit the [project website](#) to stay involved. Your feedback is very important.

Optional Information



Home Zip Code

Work Zip Code

How did you hear about this survey? (Select one)

- Newspaper
- Television
- Radio
- Facebook
- Twitter
- VDOT/Project Website
- Colleague or Friend
- Other

To receive future updates on this project, enter your email.

example@example.com

Submit

Powered by JotForm